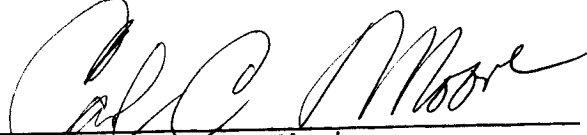


The Forest Service has prepared an agreement under which they would reimburse the Department for services rendered. The agreement period would begin December 15, 1974, and end April 30, 1975. District IV can handle this after priority obligations are met on the State Highway System.

The Highway Division recommended Board approval in accordance with Board Policy B-007, and that the December minutes be amended accordingly.

This action was approved by Chairman Moore and Vice Chairman Barron through telephone contact on December 11, 1974.


CARL C. MOORE, Chairman

Read and Approved
January 7, 1975
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 7 & 8, 1975

The Idaho Transportation Board met in stated regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Tuesday, January 7, 1975. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice-chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

Minutes. The Board approved the minutes of the December Board Meeting.

Board Meeting Dates Set. The Board confirmed the dates of its next regular meeting for Thursday, February 6, and Friday, February 7. The March meeting was set for March 6 and 7.

The Board will review the transportation improvement program at the April meeting. This will probably necessitate a three day meeting.

January 7, 1975

Director's Report. Mr. Manning gave a brief explanation of the following proposed legislation:

Public Transportation Act
Truck Weight Legislation
Channeling Act - Aeronautics
Traffic Safety Commission
55 MPH Speed Limit
Blood/Breath Tests to Surviving Vehicle Operators
Uniform Traffic Control Devices
Pre-Arrest Breath Test
Curb Ramps for Handicapped
Bicycle Legislation (Safety Equipment)
Qualification Endorsement on Drivers License for Motorcycle
Operation
Remove Requirement for Accident Report
Fuel Tax - 8.5¢ to 10¢
Abandoned Motor Vehicles
Transfer of Excess Law Enforcement Funds on an Annual Basis
Maximum Amount to be held by a State department from \$100 to
\$200
Quick Take Authorization for Airports
Regional Airport Trustees Appointments
Airport Zoning Act
Property Tax Exemptions on Runways and Taxiways for Privately
Owned, Public Use Airports
Land Use Legislation (Although this is not a Transportation
Department bill, it was also reviewed by the Director)

Mr. Manning informed the Board that the Department's budget review with the Joint Finance - Appropriations Committee is set for January 16 from 9:30 to 11:00 a.m. at the Statehouse.

Mr. Manning reported that his meetings with Hughes Airwest representatives resulted in a pledge to eliminate overbooking and in an improvement of air service to Lewiston.

The monthly manpower totals report was presented.

Board Policy B-006 - Incentive Awards - Rescinded. The Board was informed that the cash award feature of the policy as adopted by the Board at the last meeting has been declared illegal. It was determined that the State Personnel Commission statutes that contained an establishment and operation of an Incentive Award Program was dropped from the statutes at the last session. The Department's Legal Counsel issued an opinion that the Department was without legal grounds to provide a program that involved cash payment to employees over and above an employee's regular salary.

The Board concurred in the following recommendations:

January 7, 1975

DDG535

- 240
1. Rescind the policy in its present form.
 2. Work towards reestablishing the provision in the statutes. This recommendation has been made.
 3. Consider an internal program without cash payment. This program is underway.

Idaho Chapter of the Associated General Contractors Meets with Board. The following delegation from the Associated General Contractors met with the Board:

Frank Galey, Jr., President
Tom MacGregor, Vice President
Clyde Charles, Director
Mark Burggraf, Director
Lew Duvall
Jim Quinn, Director
John Molitor, Executive Secretary
Lloyd Miller

Mr. Galey presented several questions to the Board:

1. Is there a proposal to increase the gas tax? Mr. Moore responded that the Department will present its needs to the Legislature, but will not recommend specific revenue-producing measures. The Board will make available to the A.G.C. a copy of its budget presentation. The format of the presentation was explained to the delegation. The group would like to get information about the impact of revenue loss on projects around the State. (The list of projects in the projected \$7.3 million State-funded program would serve this purpose and can be released after the budget presentation.)
2. Who will be the Department's principal legislative liaison? The delegation was informed that Mr. Manning will fulfill this function and will provide all information needed and requested.

Mr. MacGregor suggested that matching funds requirements for any unanticipated release of federally deferred funds would be a compelling argument for an increase in revenue.

Mr. Molitor asked if the Department will change its policy so as to do more construction with State forces? The answer was, "No, we will not."

A discussion followed of the weight limit provisions of the 1974 Federal-aid Highway Act.

Litigation with Burke Paint Company Discussed. Chief Legal Counsel Tway reported that litigation with Burke Paint Company as a result of the Department breaching a contract to supply traffic paint resulted in a judgment against the Department in the amount of \$59,000 plus interest from August 30, 1973. Mr. Tway recommended paying the judgment, but only after he attempts to reach a settlement with the plaintiff's attorney for a lesser amount. To this the Board concurred.

Special Reports. Mr. Day presented reports on the following:

1. The status of the FHWA Demonstration Program for bus transportation in rural areas; and the UMTA urban bus transportation program for the elderly and handicapped.
2. The National Mass Transportation Act of 1974 and its application in the Boise metropolitan area.
3. The Emergency Employment Act of 1974 and the possibility of implementing high labor intensive transportation projects in areas of Idaho where unemployment exceeds 6.5 percent.

Aeronautics and Public Transportation Advisory Board Meeting. Advisory Board Members Conn Housley and Clifford Hinkley and Aeronautics and Public Transportation Administrator Worthie Rauscher met with the Board. The following items were discussed.

St. Maries Airport Master Plan Project CPGP 75-1-A-16-0035-01-75.

It was reported to the Board that Benewah County's consultant has submitted application to the State and Federal Aviation Administration for financial assistance under the Planning Grant Program for preparation of an airport master plan. The master plan would provide the sponsor assurance of funds for preliminary guidance to support future application for construction under Federal Aviation Administration and Division of Aeronautics and Public Transportation Airport Development Aid Program and State Airport Development Aid Program. Without Planning Grant Program and State Planning Grant Program funding, the consultant and sponsor must share the burden of cost without assurance of funding.

The sponsor has expressed strong interest in upgrading the airport and was advised by the Aeronautics Division to consider the merits of Federal programs. Since extension of the Airport Development Aid Program Act is not assured, the sponsor decided to carry out the preliminary project planning under the Planning Grant Program. The consultant will prepare the airport layout plan, approach and clear zone plan, topographic mapping and zoning plans. Completion and approval of the master plan should expedite processing of the Airport Development Aid Program project by the Federal Aviation Administration.

It was recommended to the Board that an allocation of \$1,750.00 be made to Benewah County to cover one-half the local share of the project cost.

Mr. Manning recapped the events that led to the Board's closing Hailey's eligibility for aid on the proposed terminal building, which was discussed at the November Board meeting, thus making available some unearmarked funds for the St. Maries airport development plan.

The Board concurred in the above recommendation.

Malad City Airport, Caretaker Residence and Public Area -
Request for Department Assistance.

The Board was informed that Oneida County has constructed a caretaker's residence and developed a public use area (within an existing building) on the Malad City Airport. Through misunderstandings, State regulations were not followed. The project is completed at a cost of \$22,890.00. Oneida County's mill levy will cover only 50 percent of the cost.

The proposed caretaker residence and public use area project has been in the discussion stage for several years. The value and need for the project is consistent with past policy of the Department of Aeronautics. The problem that was created is that State regulations were not followed. Through misunderstanding, Oneida County contracted for the project and essentially committed \$11,445.00 without Board approval.

It was recommended that the Board approve an expenditure of \$11,445.00 from the Airport Development fund as the State participation in the construction of a caretaker's residence and public use area on the Malad City Airport. The Board was assured that this action would not create an unfavorable precedent in negotiations with other local airport authorities. The expenditure of \$11,445.00 was approved.

Application for Site Approval - Gimlet Airport.

It was reported that an "Application for Site Approval of New Airport" has been received for the Gimlet Airport from Gimlet Enterprises (owner) and another Application, also for Gimlet Airport for Johnson Flying Service, lessee of the existing airport site. Both Applications request site approval to change the use of the airport from private to public use.

The Board was informed that Section 21-115 of the Idaho Code defines that the Department shall receive applications and issue certificates before it is lawful to operate an airport for public use. The Gimlet Airport is not presently

approved, yet has a fixed based operator providing public services. The airport site does not meet State or Federal safety requirements without waiving both vertical and horizontal clearances. The Division has on file a number of letters from citizens living near the airport. The number of objectors to supporters of the airport are about equal. Section 21-115(b) provides that "The Department may, on its own motion or upon the request of an affected or interested person, hold hearing open to the public....."

The Aeronautics and Public Transportation Advisory Board believes it should not have to certify a private airport as a public facility because it has no authority over the operation and maintenance of such facilities. They recommend a change in the statute (Code 21-115) to eliminate this kind of certification.

Upon the recommendation of the Division of Aeronautics and Public Transportation Administrator, the Board concurred in going to public hearing on the designation of the Gimlet Airport as a public use airport.

Need for Supplemental Allocation for Orofino Airport Construction Project (ADAP 7-16-0026-01).

It was reported that the initial allocation of \$2,454.00 in State funds made by the Advisory Board on March 19, 1974, was based on a preliminary estimate. Based on final plans, specifications and bid documents, project bids were received exceeding the engineer's estimate. Negotiations were made with the contractor to reduce the construction cost. The total revised project would require a supplemental allocation of \$1,150.11 in State funds to meet one-half of the sponsor's share.

The contract has been awarded to Crow Rock Products with Notice to Proceed imminent. The preliminary allocation was based on one-half the local share. No significant change in scope occurred. Higher unit costs probably reflect small quantities. The project cost summary now is:

. Construction	\$34,086.00	Total	\$44,060.00
. Engineering	7,500.00	Federal	36,851.78
. Contingencies	2,124.00	State	3,604.11
. Administration	<u>350.00</u>	Sponsor	3,604.11
Total	\$44,060.00		

The Board, based upon the recommendation of the Advisory Board and Administrator, approved the allocation of \$1,150.11 to the City of Orofino for the subject project.

January 7, 1975

DDG535

Highway Administrator's Report. Mr. Tisdale briefed the Board on possible solutions to a problem that arose during the erection of the White Bird Bridge. A consultant has been engaged to make analyses and recommendations. Corrective measures will result in some increased cost and a delay in the completion of the project. Another consultant has been hired by the Department to help insure that our records are well documented for subsequent negotiations with the contractor.

Mr. Tisdale distributed copies of Highway Planning & Programming Section's analysis of the 1974 Federal-aid Highway Act to the Board. Mr. Tisdale and Mr. Day reviewed the summary of the provisions of the 1974 Highway Act.

Mr. Tisdale reported that there is an opportunity to visit 3 M Company's test facility in Minnesota to observe tests on new sign and signal products. The Board's opinion was that it would be appropriate for Donald Cox, Chief of Operations, and/or James Pline, Traffic Supervisor, to make this trip.

Mr. Tisdale discussed with the Board the problem of excess excavation that will occur when the U.S. 95, U.S. 12 interchange is built in Lewiston. The Board authorized the Department to enter an agreement with any agency that might wish to remove such excavation from within the slope stake limits.

Bids on Reflective Sheeting Discussed. Mr. Tisdale reported on bids received for reflective sheeting. Qualifications of the low bidder were investigated and found lacking in product test data and delivery capability. The Department recommends accepting the bid of the second low bidder. Indications are the Purchasing Agent will concur in rejecting the bid because it was not complete.

The Board concurred in the proposed course of action.

Designation of Section of U.S. 2 and S.H. 200 for Extra Length Operations Approved. The request of the Yellowstone Trucking Division, Pack River Company, for designation of a section of U.S. 2 and S.H. 200 for extra length operations was discussed.

Sections of highway involved are:

U.S. 2 - Sandpoint, Jct. U.S. 95 West, to the Burlington Northern and Union Pacific Railroad Overpass, Milepost 28.725 to 25.418.

S.H. 200 - Jct. U.S. 95 at Sandpoint to Montana line, Milepost 29.711 to 63.118.

The Maintenance Section, with the concurrence of the District Five Engineer, made the following recommendations:

1. Designate the section of U.S. 2 from Sandpoint west to BN&UP RR Overpass for operation of extra-length combinations in accordance with Special Permit Regulation 5-962.2, paragraphs 1 through 11.
2. Designate S.H. 200 for operation of extra-length combinations under control of permits as provided for in paragraph 12, Special Permit Regulation 5-962.2, subject to the following conditions:
 - a. Operation of combinations of 3 or 4 units in excess of 75 feet in combination length shall be by permit only.
 - b. Permits shall be issued to the applicant company for fleet operations with an annual fee of \$25.00.
 - c. Permits issued for extra-length operation on S.H. 200 shall not be valid for operation from 2:00 p.m. of the Friday before Memorial Day to 8:00 a.m. of the Tuesday after Labor Day, Columbus Day and the first weekend after opening of big game season because of the recreational character of the summer traffic on this section.
 - d. Double combinations will be limited to 85 foot overall length, triples combinations may have an overall length of 98 feet.
 - e. Maximum gross weight shall not exceed 94,000 pounds with maximum weight on single axles limited to 15,000 pounds.
 - f. The Board reserves the right to cancel any or all such permits for operations on S.H. 200 if it is determined that the operations are detrimental to the safety of the traveling public or unduly damaging to highway facilities.

The Board concurred in the Maintenance Section's recommendations for extra length operations on U.S. 2 and S.H. 200 subject to the provision that traffic volumes on other-than-summer weekends be checked and the restrictions extended to these if volumes warrant.

Tourist Information Facilities - Boise Chamber of Commerce. It was reported to the Board that a Boise Chamber of Commerce delegation had met with Director Manning requesting Department participation in a Tourist Information Center on Grant Truck Stop property at the Broadway Interchange. The Chamber requested signing both directions on Interstate 80N and a Department furnished building to house the facilities. They agreed to man the information facilities and provide free service to the public.

January 7, 1975

DDG535

It could be accomplished by:

1. Expenditure of about \$3,500 for a prefabricated concrete relocatable building based on one of our earlier center design concepts.
2. Mr. Grant leasing a portion of his property to the Department at a nominal fee.

The disadvantages of the proposal are:

1. It would create a precedent for similar requests elsewhere along the Interstate from other communities and business enterprises.
2. Property is being leased for the facilities when space exists in the Isaac's Canyon Rest Area for tourist information facilities.
3. It creates connotations of favoritism to Mr. Grant's business activities.

The Board concurred in the Department's recommendation to not participate in tourist information facilities on existing private property because of the above cited disadvantages. However, the Boise Chamber of Commerce should be encouraged to develop, construct and operate whatever facilities they consider necessary. They should be advised that the Department will sign any free tourist information services that are developed.

Highway Access Exchange Deed Approved. The Board approved and signed the following:

Exchange Deed on Project F-2351(7), Parcel No. 21-A, Gooding County, R. J. Weaver, Permit No. 2-74-178, relocation of existing 40 foot approach at Station 258+00 Right to Station 252+50 Right, Milepost 152.50. The 40 foot unrestricted approach was granted in Judgment and Degree of Condemnation, recorded July 19, 1966, Instrument No. 18975, Gooding County. The existing approach has not been constructed.

Interstate Utility Crossings Approved. The Board approved and signed the following:

1. Permit 1-74-147, I-15W, Milepost 35.95, 1 Mile South of American Falls, Idaho Power 345 KV transmission line crossing. Clearance 42' westbound lanes and 52' east-bound lanes. The Traffic Section will determine if the towers are free standing, and will so require if they are not.

2. Permit 6-74-092, I-15, Milepost 155.39, 6 Miles North of Hamer, Station 1401+12 on Project I-15-3(9)150, 3 phase 12.5 KV aerial crossing to serve irrigation project. Clearance 28' at 60°F on 350 foot span.

Removal from the State Highway System (US 95).

Whereas, the change in ownership of the property adjacent to the Approach Road constructed in connection with Project F.A.P. 82-C(1) has made continuance of the Approach Road, as shown colored in red on the print marked Exhibit "A" and described in the Legal Description attached to official Exhibit B-135, no longer essential, and

Whereas, the State has no further interest in and to that portion of the right of way easement associated with the Approach Road.

Therefore Be It Resolved, that the portion of the Approach Road, 0.117 mile in length, and as described in the Legal Description, and hereby is, removed from the State Highway System, effective this date.

Be It Further Resolved, that all right, title, and interest of the State be vacated to the abutting property owners as their interests may appear for that portion of Approach Road as shown on the print marked Exhibit "A" and described in the Legal Description.

Official Exhibit B-135 is made a part hereof with like effect as though included in full herein.

(Chairman Moore asked to be informed of the name of the property owner.)

Bikepaths in Pocatello Discussed. The Board was informed that the F.Y. 1976 Construction Program covering bikepaths in Pocatello lacks continuity. The approved program provides for a project on Alameda Road beginning at the railroad track extending easterly about one mile, and on Pocatello Creek Road commencing at Jefferson Street and extending northeasterly 0.6 mile. Between the two projects, there exists a bikepath gap from about Warren Avenue to Jefferson Avenue, a distance of 0.4 mile.

The cost of a proposed bikepath to traverse the gap section is estimated to be \$7,000. Construction can be timed to coincide with the approved bikepath projects noted above, one of which is an identified intersection improvement at Alameda and Yellowstone.

In order to take advantage of related coincidental construction activity, the Board approved the project.

Effect of Fuel Conservation on Tax Revenues Discussed. It was reported to the Board that plans to conserve fuel will affect tax revenues adversely. The Federal Highway Administration has compiled information on expected results using various procedures including

car pooling, improved mechanical efficiency, price controls, change to small cars and rationing. AASHTO has related national goals to percent reduction ranges in passenger car travel. Assuming all roadway use of motor fuel and revenue would be reduced correspondingly, State contract work could be virtually eliminated, and Federal-aid work reduced significantly.

The Board was urged to encourage legislative support for increased revenue using taxing schemes which are not solely dependent on motor fuel.

The Board received the report favorably. Chairman Moore stated that it is the kind of information that indicates trends that will influence the Board's planning.

Modification of Bases of Vehicle Registration Discussed. Highway Planning and Programing Supervisor Sheesley reported that one source of additional revenue is modification of bases of vehicle registration. This was recognized in the Board meeting with the Legislative Interim Committee, during which, a request was made to determine passenger car registration practices of neighboring States.

The requested information has been compiled in tabular form. Because of variations and complexities involved in overall funding schemes of the several States, such data can be misleading.

Mr. Sheesley recommended that the Transportation Committee be provided with copies of the table with a statement suggesting interpretive caution be exercised.

The Department suggested that a state-by-state comparison of registration costs be listed on the tabulation using a specific type and model of passenger car.

Chairman Moore asked that the increase in average registration fee to achieve the \$4.2 million revenue increase goal be added to the tabulation.

Programing of Bridge Projects Approved. Planning and Programing Supervisor Sheesley reported that the construction program for F.Y. 1976 provides for replacement of a bridge over Silver Creek on S.H. 68 at a cost of \$90,000 (Project ST-2809(512), Key No. 554). Another bridge 4 miles east on S.H. 68, is scheduled for replacement in conjunction with S-2809(7), Picabo East and West, and is listed in Chapter VII.

Mr. Sheesley stated that programing will be improved by advancing the second bridge project to more nearly coincide with the first bridge. The cost of the second bridge is: Preliminary Engineering - \$20,000; Right of Way - \$30,000; and Construction - \$320,000; Total - \$370,000. Both bridges are included in Critical Bridge List "A".

The Board determined the bridges will be programed in the same fiscal year, but not necessarily F.Y. 1976.

Location and Design Public Hearing - Project S-4800(12), Troy - East. A location and design public hearing was held in Troy on December 11, 1974.

All testimony received supported the project. Concern, however, was voiced relative to some public road approaches. Through the mountainous area, some of the existing approaches have steep grades and bad angles of intersection. The proposed design improves the situation in most cases. As stated at the hearing, studies will be made to see if further improvements can be made.

The Board approved the location and design as presented at the hearing except that further improvements be made to the intersecting public road approaches where studies show it to be feasible.

Location and Design Public Hearing - Yellowstone Ave., Cedar Street - Chapel Street and Alameda East and West in Pocatello, F-1032(26). At the December meeting of the Board, it was requested that the District review the transcript of hearing, study the problems, coordinate with the City Engineer of Pocatello and submit a report with recommendations for approval.

The District discussed the items requested at the hearing with City officials and their recommendations are as follows:

1. Consider additional lanes as future as they are not warranted at this time. When warranted will consider. Cost may not increase as the area is developed at this time.
2. Delete raised medians and use painted medians.
3. Due to safety, pedestrians should cross at intersections within the traffic control areas.
4. Contacted Postal Authorities and discovered need is not great. They will continue to deliver by truck and use driveways.
5. Buses stop at Wilson and Alexander, Cedar and Yellowstone, and Chapel and Yellowstone. There are two buses with three stops per day. Within the City of Pocatello, buses stop in driving and parking lanes. Thus for uniformity and the little need, no specific bus stops will be provided at this time.

The Board concurred in the above recommendations.

January 7, 1975

DDG535

Public Hearings Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to public hearing on the following projects:

Combined Location and Design Public Hearing

S-2751(3), I-80N - Jerome South City Limits

Design Public Hearing

S-1721(15), Sterling - Springfield

Location Public Hearing

ST-4114(591), Lewiston Couplet

Mr. Tisdale reported that the State Historical Society has designated 21 buildings in a five block area of downtown Lewiston eligible for the National Register of Historic Places. This would create a Section 4(f) and historic landmark impact on three of the five alternate proposals. These factors will be brought out in the public hearing.

Agreement with American Falls Reservoir District Approved (Project ST-1721(518), Sec. "A", "B", "C", Snake River Bridge and Approaches and Highway on Replacement Dam at American Falls.) Chief of Highway Development Sessions reviewed an agreement with the American Falls Reservoir District. The stipulations in the agreement are as follows:

1. Two lane bridge and approaches below the Dam will be the responsibility of the State of Idaho.
2. If the Replacement Dam and related facilities are constructed by the District, the parties agree to share total costs of both roadways equally. District's responsibility is contingent upon the issuance of bonds.
3. Parties hereto and U.S. Department of Transportation and Bureau of Reclamation will execute a separate agreement for future operations, maintenance and replacement of the roadway on the Dam and approaches. Further covenant that neither bridge or roadway will be closed except in an emergency.
4. During construction the State will keep separate records and pay all costs on the two lane bridge and approaches below the Dam. The District will keep separate records and pay all costs of construction of the two lane roadway on the Replacement Dam. Also separate records from other Dam costs and expenses incurred for design and construction of a roadway on the Dam in accordance to Section 320(c) of Title 23,

U.S. Code. Federal Funds for Bridges on Federal Dams Act (23 USC, S. 320) and Federal Funds received by Districts will be deposited with the designated trustee. Upon completion of the four lane highway, total costs of both parties will be summarized and shared equally exclusive of the Federal Funds.

5. State will rehabilitate the existing cofferdam and the District will be responsible for the Dam and gain permission from the agencies involved for it to remain until the Replacement Dam is completed. If the Dam is not completed, the District will be responsible for its removal.

The State's share of the construction cost of the project under the agreement is \$2,377,815.

The Board asserted that this agreement should in no way abrogate or nullify the Bureau of Reclamation's responsibility to replace the road on the new Dam should the Dam fail or be removed at some future time. There is a provision in the agreement that could be construed to place the responsibility for replacement on the Transportation Department. Mr. Sessions will review this provision with Legal Counsel and will process a modification of the agreement as indicated. All other provisions were accepted.

Wilma Theatre Property in Wallace Discussed, Project I-90-1(47)61.
The Board was briefed on the problems surrounding the transfer of the Wilma Theatre property in Wallace to a tax supported agency. The request was made by Mr. Harry Magnuson who advocates restoration of the building.

The Federal Highway Administration has approved demolition of the building and establishment of parking facilities. They would probably agree to retention of the building on right of way provided clearances were maintained and if the property were leased to a tax supported agency. They reserved the right to reconsider their claim for reimbursement depending on the lease fee.

Chairman Moore pointed out that the deadline for Magnuson to have submitted an agreement with a tax supported agency has passed and that he should be so advised. A draft letter to Magnuson will be prepared for the Board's review on January 16.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

RS-1771(2) - The work consists of constructing the roadway, drainage structures, road mix pavement, seal coat and a 160' prestressed concrete bridge on 0.317 mile of Niter West Road, Cheese Factory, in Caribou County - Federal Aid Secondary and County financed. The contract was awarded to Neilsen & Co., Twin Falls, Idaho, the low bidder, on January 7, 1975, in the amount of \$197,793.98.

January 7, 1975

DDG535

ER-5116(33) - The work consists of erosion control on Trail Creek near Naples on 0.101 mile of US-95, in Boundary County - Federal Aid Emergency Relief and State financed. The contract will be awarded to Davidson-Runyan, Inc., Bonners Ferry, Idaho, the low bidder, in the amount of \$33,520.00.

ERFO-5726(5) - The work consists of widening shoulders of the roadway, placing riprap and placing a plant mix pavement on 2.280 miles of US-95 Alternate, Carlin Bay to Wolf Lodge Interchange, in Kootenai County - Federal Aid Emergency Relief and State financed. The contract will be awarded to Materne Bros. Co., Spokane, Washington, the low bidder, in the amount of \$81,639.00.

ST-3111(530) - The work consists of constructing a plant mix pavement overlay between M.P. 0.00 and 6.81 on US-95 and furnishing cover coat material and secondary screenings in Stockpile on US-95 at M.P. 7.0, in Owyhee County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on January 9, 1975, in the amount of \$214,318.00.

ST-2391(545) - The work consists of heater scarifying and rejuvenating the existing pavement then placing a plant mix pavement and seal coating on 5.300 miles of US-93, Jct. I-80N to Jct. SH-25, in Jerome County - State financed. The contract will be awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$120,570.00.

US-2862(7) - The work consists of constructing a traffic signal on SH-27, Overland Ave. - Alfresco Road Signal, in Minidoka County - Federal Aid Urban Secondary and State financed. As no bids were received, the project may be combined with Boise signal projects and readvertised to take advantage of larger quantities.

PS&E Approved by State Highway Administrator for Future Bid Openings. Upon hearing the report of the plans approved by State Highway Administrator Tisdale, the Board concurred in the following future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ER-5115(17), ST-5115(548) & ST-5115(549)	Sheep Creek Bridge; Hangman Cr. Appr. & Hangman Cr. Br. (Advertise 1/20/75) (Open Bids 2/11/75)	\$ 278,000.00 115,000.00 165,000.00
ST-2352(523)	Richfield - Pagari (Advertise 1/23/75) (Open Bids 2/18/75)	228,000.00
ER-5783(5)	Shingle Mill Br. (Advertise 1/27/75) (Open Bids 2/18/75)	40,000.00

<u>Project</u>	<u>Location</u>	<u>Amount</u>
ER-5152(15)	Fishtrap (Advertise 1/27/75) (Open Bids 2/18/75)	\$ 66,000.00
U-4114(30)	Memorial Br. Navigational Lights (Advertise 2/10/75) (Open Bids 3/4/75)	26,000.00

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

FRF-4113(51), Key No. 423, Formerly F-4113(51), Skookumchuck Creek - Heckman Ranch, Idaho County - Idaho County Light & Power Cooperative Association, Inc., and Idaho Telephone Company

RF-6471(72) Utilities, Key No. 106, Formerly F-6471(40), Section "A", Rigby - Thornton, Jefferson & Madison Counties - Utah Power & Light Company

WEDNESDAY, JANUARY 8, 1975

The meeting of the Transportation Board reconvened at 9:15 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice-chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

Alternate Hearing Officers Designated. Upon the recommendation of Director Manning, the Board concurred in the designation of the following alternate Hearing Officers:

Legal Counsel
Environmental & Corridor Planning Supervisor
Mr. Wayne Summers, former Hearing Officer for the Board

January 8, 1975

DDG535

254

Approval of Deeds & Easements.

US 95 & 12	F-4114(2)	United States of America, Army Corps of Engineers	"Lower Granite Project" (Vicinity of Lewiston)
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Sale of 6.71 acres of land along the north bank of the Clearwater River in the vicinity of Lewiston to the Army Corps of Engineers. The Board approved the sale and signed a Quitclaim Deed in favor of the Army Corps of Engineers.

I-80N	I-IG-80N-2(40)121 I-IG-80N-2(19)118 R/W Pearl Slane E. Glenns Ferry I.C. (Excl.) - E. King Hill I.C. (Excl.)	Keith Slane & R/W Pearl Slane	Parcel No. 16-E-3
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A trade of the 2.05 acre easement acquired under above-captioned project to Mr. & Mrs. Keith Slane for title to 0.94 acre additional right of way needed from Mr. Slane. The Board approved trade and signed Quitclaim Deed in favor of Mr. Slane covering the 2.05 acres.

US 191 & 20	F-6471(39) Rigby Section	Vernon Brown	Parcel Nos. 11-R, 12-R, 25-R & 34-R
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The Board approved a trade to Mr. Vernon Brown of the remainders acquired on Parcels 11-R, 12-R, 25-R & 34-R on captioned project as part payment for right of way needed from Mr. Vernon Brown and Mr. Hayes. The Board signed deeds in favor of Mr. Brown and Mr. Hayes.

Condemnation Authority.

US 191 & 20	F-6471(39) Rigby Section	Mary E. Moore, a widow	Parcel No. 10
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The Board approved and signed Order of Condemnation on Parcel No. 10, Mary E. Moore, on this project.

Sign Program Report. The Right of Way Supervisor distributed copies of the sign report to each Board member for his review.

Mineral Lease #2246 with State Land Board (Id-99, 112, 113, 114, & 115), Idaho County - Within Confines of High Water Limits of Clearwater River. Right of Way Supervisor White advised the Board that the State Land Board has put renewal of Lease #2246 in suspension due to objections by the Forest Service and Fish and Game in a hearing held September 19, 1974. The lease has been held by the Highway

Department since 1954 and is very important from an economic point of view for maintenance, overlaying, reconstruction, etc., of State Highway 12.

In response to the Board's request, Mr. White discussed the location of the gravel bars and the economic justification for requesting their use. The Chairman and Vice Chairman will appear before the Land Board along with Department representatives to present a statement that stresses the Department's needs, the economic impact on the maintenance of this section of US 12, a vital link in our transportation system. The statement will stress our experience that the use of self-regenerating gravel bars does not have a damaging effect on the environment, but that quarries have had in many cases. The Department will draft a statement.

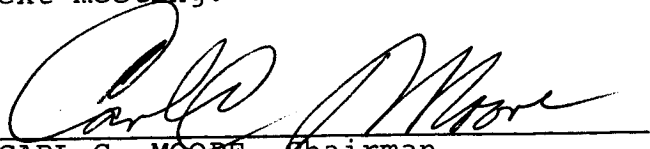
Review of Legislative Budget Presentation. The Board reviewed the Department's legislative budget presentation which will be presented to the Legislature on January 16.

The Board asked that the order of the bar charts be changed to ascending order of complexity.

Chairman Moore suggested a letter be written to our congressional delegation advising them that a transportation system that is allowed to deteriorate will increase transportation costs. Adequate funding, including release of deferred funds, would aid the economy by improving the system and by providing public works employment with its concomitant benefits.

The Chairman's draft statement will be revised in line with suggestions made and will be distributed to Board members as soon as possible.

The Board recessed for lunch at the Boise Air Terminal with Federal Aviation Administration and local airport officials, and adjourned thereafter until its next meeting.


CARL C. MOORE, Chairman

Read and Approved
February 6, 1975
Boise, Idaho

January 8, 1975

DDG535

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 6 & 7, 1975

The Idaho Transportation Board met in the regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, February 6, 1975. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
E. D. Tisdale, State Highway Administrator
Worthie Rauscher, State Aeronautics and Public Transportation Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

Minutes. The Board approved the minutes of the January Board Meeting.

Board Meeting Dates Set. The Board confirmed the dates of its next regular meeting for Thursday, March 6, and Friday, March 7. The April meeting was set for April 16, 17 and 18. The Board will review the transportation improvement program at the April meeting.

Manpower Totals Report. The manpower totals report was distributed to the Board.

Truck Weight Legislation Discussed. In a discussion of proposed truck weight legislation, Mr. Moore asked Mr. Wood to expedite FHWA's review of two draft versions submitted to them by the Department. Mr. Wood stated he would try to obtain the services of FHWA legal counsel in Washington, D. C. to state opinions on the legislation before the Department submits it to the Legislature. Mr. Moore urged that this be accomplished before February 15 by having legal counsel consult with Department representatives in Boise.

Mr. Tisdale and Roy Jump, Maintenance Supervisor, explained to the Board the differences in the two truck weight bills drafted by the Department. The Board agreed that the "Modified Version" will be submitted to the Legislature. This provides for a 36,000 pound maximum tandem axle load on all but the Interstate System.

The "Modified Version" will either contain details of restrictions on the Interstate System and those for other systems; or make reference to regulations adopted by the Board that are consistent with the maximum set forth for the Interstate System in the 1974 Highway Act Amendments.

Mr. Tisdale will try to schedule a meeting with logging industry representatives to discuss the proposed bill Monday, February 10.
(ACTION: STATE HIGHWAY ADMINISTRATOR)

Highway Administrator's Report.

Mr. Tisdale reviewed a summary of proposed uses of additional state highway user revenue in preparation for the Board's meetings with the Senate and House Transportation Committees.

He stated that some local units of government are objecting to the clause in proposed land use legislation that would exempt Transportation Department projects from their jurisdiction. The Department will continue to monitor the progress of the proposed legislation.

Mr. Tisdale described a bill which would grant the Purchasing Agent authority that would be disruptive to the orderly processes of purchasing supplies and contracting for services. The Board expressed its dissatisfaction with this measure and asked that a Department representative attend the committee hearing on this bill to express the Board's concerns. (ACTION: CHIEF OF ADMINISTRATION)

He discussed the anti-litter legislation proposal that would affect the Department's operations in trash pickup and disposal. The Board asked that the Department present a statement of impact on our operations.

Approval of Deed - Project F-6471(47), Chester - Southwest, Fremont County, Parcel 5-R. The Board approved transfer on a trade basis of Parcel No. 5-R to Mr. Goulding (Parcel No. 4) and signed deed transferring the 4.81 acres as recommended by the Right of Way Supervisor.

Sign Program Report. The Right of Way Supervisor distributed copies of the sign report to each Board member for his review.

Right of Way Acquisition on Lewiston Hill. The Right of Way Supervisor gave the Board a status report on right of way acquisition on Lewiston Hill.

Aeronautics and Public Transportation Administrator's Report. Mr. Rauscher discussed the following items with the Board:

Federal Program. As of the date of the Board meeting, the Congress of the United States has not taken action to extend the Airport & Airways Act of 1970 beyond June 30, 1975. Even though the basic Act is for the period 1972 to 1980 a provision was that in 1975 a revaluation and reapportionment of the funds generated by the Act would be made by the Congress. The Administrator of the Division attended a meeting in late January in Washington, D. C. as Regional Vice-President for the National Association of State Aviation Officials to propose legislation to cause the Federal funds to be released for Airport development. The NASAO proposed legislation would provide approximately 1.9 million dollars as Federal matching monies for Idaho projects in FY-1976.

Aircraft Search Procedures. The search responsibilities of the Division of Aeronautics & Public Transportation were discussed. The cost of the most recent search for a Bonanza aircraft called in by an employee of another State department was approximately \$750.00 cash outlay for fuel and oil for search aircraft, plus the many man hours by the Division employees and volunteer search pilots from the Boise and Twin Falls area.

FRIDAY, FEBRUARY 7, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice-chairman
 Roy I. Stroschein, Member
 E. D. Tisdale, State Highway Administrator
 Worthie Rauscher, State Aeronautics and Public Transportation Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Engineer, Federal Highway Administration

Revision of Special Permit Regulation 5-913.6, Time of Travel Restrictions. A revision to Special Permit Regulation 5-913.6, Time of Travel Restrictions, was discussed with the Board. It was pointed out that Idaho Code 73-108 establishes nine official State holidays. The present regulations ban all over size movements on any of the official State holidays. The purpose of banning oversize traffic on holidays is because of the assumption that all holidays will generate increases in traffic counts. However, three State holidays-- Washington's Birthday, Columbus Day and Veterans Day--occur at times of low ADT and do not generate significant increases above seasonal averages.

The Board concurred in the recommendation to limit the holidays on which oversize loads shall not be permitted to move to the following: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

A hearing will be required under the Administrative Procedure Act to effect this change. (ACTION: LEGAL COUNSEL AND BOARD SECRETARY)

Review of Proposed Revisions to Outdoor Advertising Law. Attorney Tony Hohler discussed the implication of the change that involves a definition of urban limits. It was agreed that the Department's submittal to the Legislature will contain a reference to urban limits as established by Transportation Board Regulation. The Department will prepare a draft regulation. A brief discussion followed of the enforcement procedure to be followed by the Department in removing illegal, non-conforming signs. (ACTION: RIGHT OF WAY SUPERVISOR)

DDG535

The Board directed that the Department submit proposed legislation that will meet the minimum requirements imposed by the 1974 Federal Aid Highway Act Amendments with no further restrictions to be imposed at the State level. (ACTION: LEGAL COUNSEL)

Ririe Dam Channel Excavation - Use of Surplus for Grade on U.S. 20-191. Right of Way Supervisor White discussed the possibility of using Department materials sources and existing right of way for disposal of waste excavation from the Corps of Engineers channel contract. The Board agreed that the District should negotiate with the Corps to determine feasibility and submit a cost estimate. (ACTION: DISTRICT 6 ENGINEER) Mr. Moore indicated that he would be willing to talk to Corps officials in our behalf if Department negotiations do not materialize.

Revenue Proposals. Mr. Day presented information that was requested by and provided to Senator Claud Judd, on revenue projections based on a 2-5¢ gas tax increase and a doubling of the auto and light pickup registration fees.

Mr. Day also stated that the summary tables showing comparative auto registration tax bases in eleven western states have been updated. The Board indicated that this kind of information should be made available to the Legislature. (ACTION: CHIEF OF PLANNING)

Proposed 1975 Highway Law Changes. Mr. Day distributed a summary received from AASHTO describing the changes that the Department of Transportation will propose for 1975 Federal Aid highway legislation. The Board expressed its opposition to the proposal to shift 2¢ of the Federal gas tax into the General Fund, and directed the Department to make this opposition known at such time as legislation may be introduced. The Board would prefer that the State take over this taxing authority should it be vacated by the Federal government. (ACTION: DIRECTOR)

Federal proposals for the disposition of impounded funds were discussed.

Consultant Selection. Mr. Tisdale gave a status report on the selection of a consultant to provide assistance during phase one of the financial information system development.

The Board will receive Department recommendations at the March meeting.

Certification of Highway User Funds. The Board certified Idaho Transportation Department receipts, expenditures and balances of highway user funds for calendar year 1974. A copy is filed as Exhibit C-92 in the records of the Board, which is made a part hereof with like effect as though included in full herein.

February 7, 1975

Highway Safety in Idaho. It was brought to the Board's attention that recent accident data indicate that Idaho should move from "Worst Fatality Rate" in 1973 to "One of the Worst" in 1974.

Mr. Wood expanded on the FHWA's position vis-a-vis their concern with excessive speed. It may be that the Division office will be directed to monitor Idaho's speed enforcement efforts.

The Board agreed that speed and accident data in the handout prepared by Traffic Supervisor Pline be given to the legislative transportation committees with a statement of concern for public safety. (ACTION: DIRECTOR)

A news release will be prepared using the same data if necessary. (ACTION: CHIEF OF ADMINISTRATION)

System Action Maps for Project I-90-1(35)16, Coeur d'Alene East, Approved. It was reported to the Board that the Draft Environmental Statement for the Coeur d'Alene - East project will contain system action maps for all alternatives under consideration. It was pointed out that it is necessary to have approved maps for each alternative as no plan will be recommended at the Location Hearing.

The Board reviewed and approved the proposed system actions for each alternative as indicated on the maps but expressed concern about the inclusion of some alternatives which appear to be obviously impractical. The Board was advised that these would likely be dropped from further consideration following the corridor hearing.

Location and Design Public Hearing, Project FL-11-1(3), Elephant Butte, South. A location and design public hearing was held in Marsing on January 8, 1975.

At the hearing the Gem Highway District expressed concern over the proposed connection for Summercamp Trail, a minor road that comes in from Givens Hot Springs to the east. As proposed it would result in out of direction travel for someone desiring to go south from the trail.

The proposed realignment is west of the existing alignment at this connection. As proposed Summercamp Trail would connect to the existing highway as it now does and the existing highway would connect to the proposed realignment near the north end of the project. Any connection further south would result in higher costs due to adverse terrain.

The Board approved the location and design as proposed at the hearing. It was recommended that the Highway District be encouraged to relocate the westerly section of their road to effect a better connection to either the existing highway or new highway near the north end of the project. (ACTION: DISTRICT 3 ENGINEER)

Public Hearings Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to public hearing on the following projects:

Location Hearing

M-7433(003), Vista Avenue, Ridenbaugh Canal - U.S. 30 Connection

Combined Location and Design Hearings

RS-6742(12), Snake River Bridge East of Roberts (Opportunity)

S-1778(19), Grace - Alexander

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
S-1778(19) Key No. 123	Grace - Alexander SH 34 M.P. 46.20 - 50.46 (4.26 Miles)	Partial Control, Type "A"

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

Stockpile No. 1593 - The work consists of furnishing anti-skid material in stockpile at the Division of Highways Yard south of Pocatello, approximately 1.0 mile south of Exit 66, I-15, via old US-30N, in Bannock County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on January 23, 1975, in the amount of \$23,300.00.

F-RF-4113(51) & ST-4113(574) - The work consists of constructing the roadway, drainage structures and plant mix pavement on 3.324 miles of US Highway 95, Skookumchuck Creek - Heckman Ranch and Skookumchuck Creek Section, in Idaho County - Federal Aid Primary and State financed. The contract was awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, on February 4, 1975, in the amount of \$1,742,236.00 (Alternate #2)

ST-1786(521), ST-1786(518) and ST-1786(525) - The work consists of constructing a roadmix pavement and fog seal on 24.050 miles of SH-34, Henry - 8.5 Miles East, Conda Jct. - Henry and Soda Springs - Monsanto, in Caribou County - State financed. The contract will be awarded to LeGrand Johnson Construction Co., Logan, Utah, the low bidder, in the amount of \$122,873.00.

DDG535

ERFO-90-1(106) and ERFO-5041(41) - The work consists of repairing flood damage and constructing a concrete curtain wall for a bridge over the Coeur d'Alene River on 0.170 miles of Interstate Highway 90 and U.S. Highway 10, Kellogg - W. Wallace and W. Wallace to E. Wallace, in Shoshone County - Federal Aid Emergency Relief and State financed. The contract will be awarded to K-Bar Inc., Coeur d'Alene, Idaho, the low bidder, in the amount of \$134,744.50.

STM-6354(538) & Stockpiles 6597, 6598 and 6599 - The work consists of furnishing cover coat material, aggregates for road mix, surfacing, anti-skid and rejects in Stockpile adjacent to US-93 at Boyle Creek, Salmon Yard, Gibbonsville Yard and seal coating 24.82 miles of US-93, North Fork - Montana Line, in Lemhi County - State financed. The contract will be awarded to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, in the amount of \$185,980.00.

I-IG-90-1(99)3, RF-5041(45) and RS-5735(2) - The work consists of constructing the roadway, drainage structures, 2 steel overpasses, 2 concrete overpasses, 4 concrete underpasses, on 2.797 miles of I-90, grading and plant mix on approximately 0.5 mile of frontage roads, connections and city streets, Post Falls E. & W., Spokane, Street and US-10 and Spokane Street, in Kootenai County - Federal Aid Interstate, Rural Primary and Rural Secondary and State financed. The contract will be awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, in the amount of \$5,400,801.10.

Stockpile No. 3566 - The work consists of furnishing cover coat material and road mix pavement material in stockpile at Banks, adjacent left of M.P. 78.8 on SH-55, in Boise County - State financed. The contract will be awarded to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, in the amount of \$53,850.00.

ST-6354(534), STM-6354(539), STS-6354(535) & Stockpile 6596 - The work consists of constructing a plant mix scrub coat and overlay, seal coat, drainage structure and furnishing cover coat material on 21.450 miles of US-93, Poison Creek North and South, culvert north of Salmon, 9 miles south of Salmon and Stockpile five miles south of Salmon, in Lemhi County - State financed. The contract will be awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$307,901.50.

Stockpile No. 3567 - The work consists of furnishing cover coat material and 1/2" aggregate for roadmix in stockpile at Cambridge, in Washington County - State financed. The contract will be awarded to H & H Contractors, Inc., Grangeville, Idaho, the low bidder, in the amount of \$46,565.00.

Stockpiles 5597 & 5598 - The work consists of furnishing anti-skid material in stockpile at Cedars M.P. 32.0 on US-10 and Fourth of July Summit Tunnel at M.P. 28.35 on U.S. 10, in Kootenai County - State financed. The contract will be awarded to Arrow Construction Co., Moscow, Idaho, the low bidder, in the amount of \$42,905.00.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
RS-3784(1)	Kuna-Cloverdale Rd. (3 Mi. N & S) (Advertise 2/13/75) (Open Bids 3/11/75)	\$ 392,000.00
HHS-1381(21)	W. Blackfoot I.C. (Sight Distance Improvement) (Advertise 3/24/75) (Open Bids 4/15/75)	164,000.00
HHS-3281(35)	Fairview & 5 Mi. Rd. (Install Actuated Signals) (Advertise 4/24/75) (Open Bids 5/20/75)	37,000.00
ROS-1 Var. 75	Various (Correction of Roadside Hazards) (Advertise 4/3/75) (Open Bids 4/29/75)	107,000.00
HHS-2371(39)	US 30 & Eastland Dr., Twin Falls (Install Actuated Signal) (Advertise 6/2/75) (Open Bids 6/24/75)	35,000.00
ROS-4 Var. 75	Various (Correction of Roadside Hazards) (Advertise 6/26/75) (Open Bids 7/22/75)	80,000.00
HHS-4114(33)	One-Way Couplet, Lewiston (Modernize Traffic Signals) (Advertise 6/23/75) (Open Bids 7/15/75)	110,000.00
ROS-3 Var. 75	Correction of Roadside Hazards (Advertise 6/26/75) (Open Bids 7/22/75)	80,000.00
HHS-3291(17)	Eckert Rd.-E. to Diversion Dam (Widening & Left Turn Bays) (Advertise 6/23/75) (Open Bids 7/15/75)	20,000.00
ROS-5 Var. 75	Correction of Roadside Hazards (Advertise 6/26/75) (Open Bids 7/22/75)	80,000.00

DDG535

ROS-6 Var. 75	Various (Correction of Roadside Hazards) (Advertise 6/26/75) (Open Bids 7/22/75)	\$ 80,000.00
	Grand Total	\$1,185,000.00
	State	\$ 153,000.00
	Federal Aid	\$1,032,000.00

Mr. Wood expressed the FHWA's concern that the Department should place higher priority on safety improvement projects. The Board has a commitment to Ada County Highway District to provide obligational authority for the Cloverdale - Kuna project. The Board authorized the Department to discuss the possibility of deferring Cloverdale - Kuna in favor of the possibility of scheduling the Broadway Street project at an earlier date than anticipated, and using all of the present obligational authority for safety jobs. This may put the Department in a more favorable position to receive additional obligational authority, particularly if high priority is given to Broadway, an urban project that is consonant with FHWA's emphasis areas.

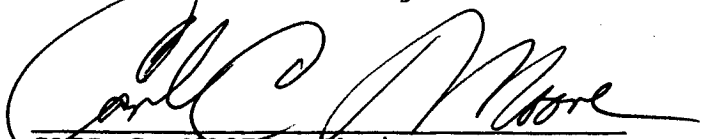
The Board expressed concern that the safety projects be processed as quickly as possible, and authorized the Department to substitute critical bridge and pavement marking jobs for those that can't be moved up.

The Board approved the above list of projects for future bid openings with the provision noted.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following project:

I-IG-90-1(99)3, Formerly I-IG-90-1(91)0 "B", Post Falls E. & W.; RS-5735(2), Spokane St.; RF-5041(45), U.S. 10 & Spokane Street - The Washington Water Power Company and General Telephone Company of the Northwest

WHEREUPON, the Board adjourned until its next meeting.


CARL C. MOORE, Chairman

Read and Approved
March 6, 1975
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 5, 6 & 7, 1975

The Idaho Transportation Board met in regular session at 4 p.m. in Room 201 of the State Transportation Building, Boise, Idaho, Wednesday, March 5, 1975. Present were:

- Carl C. Moore, Chairman - Director, District 3
- Roy I. Stroschein, Member - Director, District 1
- E. D. Tisdale, State Highway Administrator

Tri-Agency Meeting. The Board participated in a Tri-Agency Meeting with the Federal Highway Administration and Forest Service representatives from Regions 1 and 4 to discuss the status of the Forest Highway Program.

The meeting resulted in agreement on a program of construction for fiscal year 1976 and a list of projects that could be built in fiscal year 1977.

Before June 30, 1975, advertise:

Warren Wagon Road, 5.2 miles (Idaho County earlier had increased the amount of FAS funds for this project from \$135,000 to \$227,000.)	\$2,200,000
Clark Fork Highway (bridge)	<u>800,000</u>
	\$3,000,000

June 30, 1975 - October 1, 1976

St. Joe highway, combined with the \$1,000,000 ERFO project	\$1,500,000
Wayan-Freedom Highway	1,900,000
Elk City Highway (All remaining authority has been added to the \$1,400,000 Elk City project)	3,500,000

The group also agreed the FHWA should proceed with the design of the East Hope Connection, Idaho FH Route 5, with the understanding the Department will review the Forest Highway Program in April to decide whether or not to recommend this project be advertised in fiscal year 1975 as a Forest Highway project, and will advise all parties of their recommendation.

DDG535

Request to Take Highway from Cavendish to Ahsahka onto State Highway System Considered. The Board met in a dinner meeting with Senator Claud Judd, Representative Lester Clemm and Representative Carl Braun. These gentlemen asked the Board to consider taking the highway from Cavendish to Ahsahka back on the State Highway System, in exchange for local jurisdictions' assuming responsibility for what is now State Highway 7 from Nezperce to Orofino.

The Board will take the matter under advisement.

THURSDAY, MARCH 6, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director - ITD
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Engineer, Federal Highway Administration

Minutes. The Board approved the minutes of the February Board Meeting.

Board Meeting Dates Set. The Board confirmed the dates of its next regular meeting for Wednesday, April 16, through Friday, April 18. The May meeting and North Idaho Tour are scheduled for May 5 through May 9.

Director's Report. Mr. Manning informed the Board that the Department is monitoring 15 Senate Bills and 20 House Bills.

Mr. Manning reported on several legislative measures:

ITD appropriations bill approved as recommended by Governor.

ASAP program not funded. The \$600,000 revenue from the alcohol tax was assigned to the presentence investigation program and to Idaho State Police.

He reported on several other measures, including the bill that authorizes \$5.8 million to match Federal-aid, and the status of the \$4.2 million state-funded construction bill.

In connection with the collective bargaining proposal, Mr. Manning reported that contacts had been made by labor unions with personnel in Districts 4 and 5. Other measures reported on include:

Speed limits

Facilities for the handicapped

Subsistence allowance

Compensation for boards and commissioners

Use of professional titles

Court Decision on Ownership of "Omitted Lands" Outlined. Legal Counsel Faber Tway reported on a recent court decision that affirmed private ownership of some of the "omitted lands" claimed by the Federal government along the Snake River in Idaho Falls. The Department obtained some of this land for right of way for the Johns Hole project on U.S. 20 about nine years ago on the basis of its being Federal lands. In so doing the Department entered agreements with several of the people who occupied the property to pay them for the land if their title was established subsequently. Several others who were litigants against the Federal government will receive payment also. The amount of money involved is \$30,000.

Report on Impoundment Suit. Legal Counsel Tway reported that the District Court had released impounded Forest Highway Funds, but the U.S. Department of Transportation may appeal the decision to higher court. In the meantime, the Supreme Court wrote its decision on impounded waste treatment funds. As a result, the status of the Forest Highway Funds is still in doubt.

Status of Federal Funds. Mr. Tisdale presented a report on the lapsation status of Federal funds. Mr. Wood stated that Idaho has made optimum use of its obligational authority in comparison to other states. Mr. Tisdale pointed out that Idaho recently received authorization for the use of Public Lands Funds. These were assigned to a project on U.S. 20 west of Idaho Falls.

FHWA's Definition of "Appropriate Local Officials" Discussed. Mr. Day reported on FHWA's definition of "appropriate local officials" as applied to the Department's dealings with special purpose governments such as highway districts. The FHWA's position is that the term applies to officials of general purpose governments only. Under Idaho law, general purpose governments cannot act for or approve actions of special purpose governments. Therefore, the Department's dealings with highway districts in the administration of Federal funds are in jeopardy.

The Board directed the Department to write letters to Idaho's congressional delegation asking their help in reassessing this definition. (ACTION: CHIEF OF PLANNING)

March 6, 1975

DDG535

Mr. Tisdale suggested that, in the interim, the Department process plans and agreements with a signature block for county commissioners to endorse highway district proposals for purposes of Federal-aid funding only. (ACTION: LOCAL ROADS)

Traffic Signal Requested by Weiser Delegation. District 3 Engineer William Sacht briefed the Board on the background of the purpose of the Weiser delegation's visit: the traffic signal proposed for the intersection of State Street with Main Street (U.S. 95, 30N).

Mayor Bart Westberg and Chief of Police Mel Pierson presented the City's case for a signal at State and Main. The Board told the delegation that the project is in the transportation improvement program contingent upon the development of a signal warrant. In the meantime, if the City concurs, the Department will erect stop signs for Main Street traffic at State and Main. The Mayor will advise Mr. Sacht by letter of the City's decision.

Ada County Highway District Commissioners Meet With Board Regarding Vista Avenue Location Hearing Determination. Meeting with the Board were the following Ada County Highway District representatives:

Leon Fairbanks, President
Herbert Mayer, Deputy Director
Elmer Soniville, Director

Mr. Fairbanks commended Mr. Manning for his good service on the BMTS Policy Committee.

Mr. Mayer summarized the alternative locations presented in a public location hearing for Project M-7433(003), Vista Avenue, Ridenbaugh Canal - U.S. 30 Connection.

In response to a question about access from Crescent Rim Drive and access from the Depot, Mr. Mayer stated that these are problems that will be addressed in the final environmental statement and at the design public hearing.

The Board concurred in the Ada County Highway District's recommendation to select Alternate No. 2 as the approved location.

WASHO Uniform Mobile and Modular Home Transportation Regulations. WASHO Uniform Mobile and Modular Home Transportation Regulations which were developed during 1972 and 1973 and officially adopted at the WASHO Conference in Helena in 1973 were discussed with the Board.

The procedure and regulations are to be initiated by April 30, 1975. They are not intended to supersede the laws or regulations of participating states but were developed to achieve a measure of uniformity of travel regulations and facilitate interstate movements between and through WASHO member states.

Maximum size limits covered by the regulations are: Unit length - 65 feet, combination length - 80 feet, width - 12 feet. These size limits are well within the maximum allowable limits of this State and other WASHO operating and safety requirements are compatible with Idaho law and regulations.

The procedures provide for issuance of a permit in the State of origin with the permit validated enroute at weigh stations in other states. The states are required to designate routes and validation stations and to provide participating states with route maps and other pertinent information. A fee of \$5.00 will be charged for each issuance and each validation.

Although local members of the industry have unofficially indicated little need or benefit from the program in this State, it can be viewed as a first step toward facilitating the movement of other types of routine oversize or overweight loads, possibly on a national basis.

For the above reason and to cooperate with other participating States, the Board approved the WASHO Uniform Mobile and Modular Home Transportation Regulations for interstate operations on the routes indicated on a map entitled WASHO Pilot Car Requirements for Overwidth Mobile Homes, which is marked Exhibit C-94 and is made a part hereof with like effect as though included in full herein.

A hearing will be required under the Administrative Procedure Act to effect the adoption of these regulations. (ACTION: BOARD SECRETARY AND LEGAL COUNSEL)

Revision of Special Permit Regulation 5-932.2. The Maintenance Section requested authority to issue special permits to privately owned mobile homes on a single trip basis only, making 30-day or annual permits invalid for transportation of privately owned mobile homes.

County assessors have had a continuing concern about evasion of property taxes by mobile home residents, occurring when the mobile home is moved without paying taxes. Since permits are available on a 30-day basis, and on an annual basis, the permit writer no longer can require license numbers for all mobile home units.

Idaho Code 49-155 requires any mobile home moved on a highway to have a license. It also requires receipt of taxes paid before the license is issued. Issuance of permits on a single trip basis will give the Division an opportunity to require that any privately owned mobile home has a license before being transported. New units may be hauled for hire after obtaining a caravan permit in lieu of license. Dealers may transport their inventory using a dealer plate provided they present evidence no tax is due. Washington and Montana have similar regulations. Oregon takes the position that the collection of taxes is not a concern of the Department in the issuance of special permits.

March 6, 1975

DDG535

The real solution of this problem rests with the capabilities of enforcement in the checking of permits and regulations but the adoption of the revised Special Permit Section 5-932.2 would assist the enforcement of the law, and should thereby assist in the assessment and collection of mobile home property taxes.

The Board approved revision of Special Permit Regulation 5-932.2, subject to a hearing under the Administrative Procedure Act. (ACTION: BOARD SECRETARY AND LEGAL COUNSEL)

Exchange Deed for Access Revision, McGarvey and Simper, Approved. The Board approved and signed the following:

Exchange Deed on Project S-2864(2), SH 25, M.P. 57.11 and 56.97, north of Downard Bridge, southeast of Rupert. Deletion of existing 20 foot farm approach at Station 354+90 Rt.; approval of 40 foot business approach at Station 356+35 Rt.; and widen 20 foot farm approach to 40 foot business approach at Station 363+95 Rt.

Location and Environmental Study, Project F-4113(56), Cox's Ranch to Goff Bridge. B. E. Sessions, Chief of Highway Development, reviewed with the Board alternatives to be presented at a location hearing on the above project. He explained that the consultant had studied five alternatives; however, these have been refined to the Existing Improved Plan with three options.

The Board decided, for the bypass alternates, to keep the business loop on the State Highway System. For the alternatives using Main Street, it recommended that the Department explore the possibility of developing off-street parking with Federal-aid, with a view to removing parking eventually from Main Street. The Board also expressed concern about the possibility of encroachment on the Salmon River north of Riggins, and directed the Department to explore ways to eliminate or reduce this possibility. (ACTION: DISTRICT FOUR ENGINEER)

The Board approved the study with the above stipulations and authorized the Division of Highways to proceed to Location Public Hearing.

Hearing Summary - U-4114(25), Moscow Couplet. It was reported to the Board that the Location Public Hearing on the above project was held on Thursday, February 20, 1975, at the Moscow High School. Approximately 115 people attended and 21 people presented testimony.

The testimony was divided between "No Couplet" with early consideration of a bypass and the "Jackson - Washington Couplet" with some minor modifications in termini. Verbal testimony was quite lengthy and covered a broad spectrum of social, economic and environmental concerns. It is anticipated that considerable written testimony may follow.

Because of the large amount of testimony requiring Board consideration, it was determined to be in the best interest of the Department and the citizens of Moscow, to extend the deadline for written testimony for over one month with a Board decision to be made at the April meeting.

The Chief of Highway Development was requested to provide the Board with a summary report of the hearing. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Design Approval - Lund to Bancroft, Project S-1777(2). A design public hearing was held at Bancroft on February 13, 1975. Seven interested citizens attended. There was no opposition to the project as designed.

The Board approved the design of the project as presented at the public hearing.

Public Hearing Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to combined location and design public hearing (opportunity therefor) on the following project:

S-2775(2), Wendell Spur - SH-46

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
ST-3271(554)	Syringa Cemetery North - SH 55	Partial Control, Type "A"
	M.P. 45.279 - 46.820 (1.541 Miles)	

The Board directed the Department to review the access control on State Highway 55 between the intersection of State Highway 44 and the southern terminus of this project and report recommendations to the Board at the April meeting. (ACTION: DISTRICT THREE ENGINEER)

Demolition of Wilma Theatre and Store Front Discussed. Chief of Highway Development Sessions reviewed background information on the Wilma Theatre property with the Board.

He stated that two bids had been received for demolition of the complete building, with the low bid being \$8,800. Wallace Mayor Wellman has requested the stores and apartments remain for tax purposes and housing shortage. McKim-Kiser Company has requested the buildings be auctioned.

March 6, 1975

DDG535

It was reported that the total appraised value of the theatre property and stores is \$24,000 to \$25,000 with minor cleanup. The stores with underlying fee are valued at \$20,000 to \$21,000. The value of bare property = total value - demolition cost = \$16,000.

Interstate right of way removes 15 or 16 possible parking spaces on Hecla's property. However, the Federal Highway Administration will entertain covering of the Coeur d'Alene River concrete channel for replacement property. Should the store building remain, 11 parking spaces could be provided on the Wilma Theatre property. Should the complete building be demolished, 23 parking spaces could be provided. Replacement of off-street and Hecla parking spaces on the channel will cost approximately \$10/sq. ft. or \$2,000 per parking space.

Upon the recommendation of the Division of Highways, the Board authorized the Department to:

1. Meet with City officials to discuss parking options and retention of stores.
2. Seek formal FHWA approval of plan to cover and landscape channel for parking and other purposes.
3. Retain all property until the project is completed.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

Stockpile No. 5599 - The work consists of furnishing cover coat material and aggregate for road mix pavement in stockpile at Harrison Jct., M.P. 60.1, US-95A and SH-3, in Kootenai County - State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on February 24, 1975, in the amount of \$44,900.00.

Stockpile No. 5600 - The work consists of furnishing and stockpiling aggregate for road mix and cover coat material at Oldtown, M. P. 37.7 on SH-41, in Bonner County - State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on February 25, 1975, in the amount of \$29,050.00.

Stockpile No. 5601 - The work consists of furnishing cover coat material and aggregates for road mix pavement in stockpile at Mica on US-95, in Kootenai County - State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on February 25, 1975, in the amount of \$35,000.00.

STM-4211(516) - The work consists of redecking and paving the Kooskia Bridge in Idaho County - State financed. The contract will be awarded to Robert Severance, Hazelton, Idaho, the low bidder, in the amount of \$29,658.00.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

<u>Project</u>	<u>Location</u>	<u>Amount</u>
I-15-1(72)70	Monte Vista Overpass (Approved by FHWA to use State Forces on 3/17/75)	\$ 4,000.00
F-3291(11)	Idaho St. (SH-21) & 1st St., Boise (Advertise 4/7/75) (Open Bids 4/29/75)	26,000.00
I-IG-80N-2(50)120	Glenns Ferry-King Hill I.C. (Advertise 4/17/75) (Open Bids 5/13/75)	3,900,000.00
I-IG-80N-2(38)120	Glenns Ferry I.C. (Advertise 4/17/75) (Open Bids 5/13/75)	2,450,000.00
RF-6423(3) & FL 42-2	17.8 Mi. W. Idaho Falls - West (Advertise 4/17/75) (Open Bids 5/13/75)	1,123,000.00
M-7593(001)	Broadway Ave., Boise (Advertise 4/21/75) (Open Bids 5/13/75)	845,000.00
I-15-1(48)0	Deep Creek - Utah St. Line (Paving) (Advertise 4/24/75) (Open Bids 5/20/75)	5,600,000.00
I-15W-4(26)89 & I-15W-4(30)89 (Safety)	Igo O.P. - Rockland Jct. (Paving) (Advertise 4/24/75) (Open Bids 5/20/75)	1,450,000.00
I-80N-3(54)226	Twin Bridge Repair (Advertise 4/24/75) (Open Bids 5/20/75)	370,000.00
I-IG-90-1(98)60	ECL Osburn - W. Wallace I.C. (Advertise 4/28/75) (Open Bids 5/20/75)	5,100,000.00
I-180-1(1)49	Boise West Conn. Landscaping (Advertise 4/28/75) (Open Bids 5/20/75)	573,000.00

March 6, 1975

DDG535

I-180-1(5) 3	Boise West Conn. Well (Advertise 4/28/75) (Open Bids 5/20/75)	\$ 20,000.00
I-180-1(61) 43	Kennedy and 8 Mile Lateral (Advertise 4/28/75) (Open Bids 5/20/75)	141,000.00
BWRF-3281(39)	Cloverdale - Monroe Street, Boise (Advertise 4/28/75) (Open Bids 5/20/75)	46,000.00
ROS-2, Var. 75	Correction of Roadside Hazards (Advertise 6/26/75) (Open Bids 7/22/75)	250,000.00
ER-5116(33) A	South Hill Slide Repair in Bonners Ferry (Advertise 4/10/75) (Open Bids 5/6/75)	38,000.00

Chief of Highway Development Sessions was asked to prepare a list for Board view at this meeting of those Federal-aid projects that are intended for advertising before June 30, exclusive of those which had received prior Board approval. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Revision of Encroachment Procedures and Permits. Chief of Highway Development Sessions briefed the Board on the Department's encroachment procedures and permits. He explained that during the four year period 1970-73, the Department on an average issued 984 permits per year. The average processing cost is \$50.76 per application amounting to a total cost to the State for processing permits per year of about \$50,000. A \$10.00 fee is charged for processing access control permits and no charge is made for processing utility applications. Approximately 54 percent of all encroachment permits are issued to utilities. The Legal Section advises it is within the Department's rights to charge all processing and administration costs.

The Department's recommendation to charge \$50.00 to process all applications and permits for encroachment on highway rights of way was discussed with some concern expressed over applications to private individuals. The Board requested that a revised schedule be worked out for consideration at the April meeting when all Board members are present.

Approval to Sell Yard No. 1150 to Bingham County, a Political Subdivision. The Board approved selling the old maintenance shed to Bingham County for \$500 and signed a Quitclaim Deed to the property in favor of Bingham County.

Trade of Uneconomic Remainders.

US 191	F-6471(39)	Elbert D. Taylor	Parcel Nos.
& 20	Rigby Section	& Lila J. Taylor	6-R, 7-R and
			8-R

The Board approved trading the three remainders to the Taylors at a value of \$135 and executed a deed in favor of the Taylors conveying the property.

Release of Easement for Relocation of Irrigation Facilities.

US 30	F-3281(5)	The Strand Companies,	Parcel Nos.
	Meridian -	Inc.	79 through 83
	Cole School		

The Board concurred in the recommendation to release the easement for irrigation and drainage structures on subject parcels in return for a deed to a 5' strip of land adjacent to the right of way line. The Board executed a Quitclaim Deed in favor of The Strand Companies, Inc., covering said irrigation and drainage easements.

Approval of Easement, Materials Site Jf-83s, Jefferson County.
The Board approved conveying subject easement to Utah Power & Light Company at the recommended \$200 value and executed the instrument conveying the easement to the Utah Power & Light Company.

Sign Program Report. The Right of Way Supervisor distributed copies of the sign report to each Board member for his review.

Status Report on Right of Way Acquisition for Lewiston Hill.
The Right of Way supervisor gave a status report on right of way acquisition for the Lewiston Hill projects.

FRIDAY, MARCH 7, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
Roy I. Stroschein, Member
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

March 7, 1975

DDG535

Aeronautics and Public Transportation Administrator's Report.
Aeronautics and Public Transportation Advisory Board Members George Cooke, Clifford Hinkley and Conn Housley and Administrator Worthie Rauscher met with the Board. The following items were discussed:

Supplemental Allocations, Airport Planning & Development Projects (Based on Current Authority to Obligate/Encumber Funds Against Previous Appropriations). Project revisions based on current data resulting from summary of financial closeout for projects receiving past authorization and approval will necessitate supplemental allocations as follows:

<u>Sponsor</u>	<u>Program</u>	<u>Current Allocation(s)</u>	<u>Required Allocation(s)</u>	<u>Change</u>
Buhl	SADAP	\$ 3,000.00	\$ 4,403.25	\$ 1,403.25
Burley	SADAP	18,690.00	20,746.15	2,056.15
Craigmont	SADAP	14,000.00	22,000.00	8,000.00
McCall	SADAP	22,636.00	24,899.60	2,263.60
Total Supplemental Allocations				\$13,723.00

The Division has sufficient authority in currently authorized funds to obligate this amount against a previous authorized encumbrance requisition.

The Transportation Board authorized the above supplemental allocations as recommended by the Advisory Board.

Allocation of FY 75 Funds, Airport Planning & Development Projects (Based on Close Out of Air Carrier Fund - New Encumbrance). The total in Fund 40 for Air Carrier projects is \$49,000.00. The Division desires to close out and eliminate this fund to simplify future programing. The following projects require new allocations based on current application or indication of intent.

<u>Sponsor</u>	<u>Program</u>	<u>Requested Allocation</u>
Lewiston	SADAP	\$14,000.00
Pocatello	SADAP	25,000.00
Twin Falls	SADAP	10,000.00
Total		\$49,000.00

The Transportation Board approved the above allocations as recommended by the Advisory Board.

Re-encumbrance of General Fund Money, Airport Navigation Aid (Terminal Very High Frequency Omni-Range (TVOR) - Coeur d'Alene; Based on Previous Legislative Appropriation). General fund appropriations have been made for airport and navigation aid projects in past bills. Based on previous expenditures, \$22,573.00 remains in the fund. Authority to encumber remaining funds is necessary.

The Transportation Board, as recommended by the Advisory Board, authorized that the remaining general fund money be approved for allocation and re-encumbrance against TVOR and other acceptable projects.

Allocation of FY 75 Funds, Airport Planning & Development Projects (Based on Previous Legislative Appropriation). The following projects, both new and previously approved and allocated projects, are scheduled to be obligated and placed under grant in FY 75. These projects shall represent a new encumbrance with the budget office. The amounts reflected may be part of the total State share for those noted.

Category One (1) Projects:

<u>Sponsor</u>	<u>Program</u>	<u>Previous Allocation</u>
Homedale	SADAP	\$20,250.00
Nampa	SADAP	25,000.00
Rigby	SPGP	459.00
Rockford	SADAP	5,000.00
Airport Lighting		12,000.00
State Airport Projects		<u>12,000.00</u>
Subtotal Category One		\$74,709.00

Category Two (2) Projects:

<u>Sponsor</u>	<u>Program</u>	<u>Previous Allocation</u>
American Falls	SADAP	\$ 5,000.00
Buhl	SPGP	3,000.00
Cascade (Lands)	SADAP	10,000.00
Glenns Ferry	SADAP	10,000.00
Grangeville	SADAP & SPGP	10,000.00
Gooding	SADAP	15,000.00
Jerome	SADAP	5,000.00
Mackay	SADAP	5,000.00
Mountain Home	SADAP	10,000.00
Oakley	SADAP	5,000.00
Rexburg	SPGP	3,000.00
St. Anthony	SADAP	5,000.00
Salmon	SPGP	3,000.00
Shoshone	SPGP	3,000.00
Miscellaneous Airport Safety Projects		23,516.00
State Nav. Aids		<u>10,000.00</u>
Subtotal Category Two		\$125,516.00
Total		\$200,225.00

March 7, 1975

DDG535

These are currently known projects for which authority to encumber and/or allocate funds is requested as follows:

1. Past projects having received approval and allocation by the Idaho Board of Aeronautical Directors and for which past encumbrance authority has expired.
2. Current projects for which applications or indications of intent to request has been expressed, and for which approval of allocation is requested.

The Transportation Board, as recommended by the Idaho Aeronautics and Public Transportation Advisory Board, authorized:

1. That category one (1) projects be approved for encumbrance against FY 75 fund appropriation.
2. That category two (2) projects be approved for allocation and encumbrance against FY 75 fund appropriation.

Re-encumbrance of FY 74 Funds, Airport Planning & Development Projects (Based on Previous Legislative Appropriation). The following projects, including previously approved and allocated projects and revisions thereto, are currently obligated. These projects are expected to be financially closed out in FY 76. Authority to encumber these funds against previously approved appropriation is needed.

Category One (1) Projects:

<u>Sponsor</u>	<u>Program</u>	<u>Previous Allocation</u>
Caribou County	SPGP	\$ 2,000.00
Cascade Reservoir	SADAP	10,000.00
Coeur d'Alene	SADAP	16,736.00
Kamiah	SPGP	1,500.00
Orofino	SADAP	3,604.11
Quad Cities	SPGP	3,541.00
Rigby	SADAP	18,000.00
St. Maries	SPGP	1,750.00
St. Maries	SADAP	16,360.00
Subtotal Category One		\$73,491.11

Category Two (2) Projects:

<u>Sponsor</u>	<u>Program</u>	<u>Previous Allocation</u>	<u>Revised Allocation</u>	<u>Encumbrance Cash Needed</u>
Arco	SADAP	\$13,451.00	\$ 4,500.00	\$ 4,500.00
Challis	SADAP	12,810.00	20,000.00	20,000.00
Driggs	SADAP	25,000.00	30,000.00	30,000.00
Nampa	SADAP	13,622.00	*15,000.00	15,000.00
Subtotal Category Two				\$69,500.00

Category Three (3) Projects:

<u>Sponsor</u>	<u>Program</u>	<u>Proposed Allocation</u>
Boise	SADAP	\$25,000.00
Idaho Falls	SADAP	10,000.00
Pocatello	SPGP	5,000.00
State Lighting		<u>17,008.89</u>
Subtotal Category Three		\$57,008.89
TOTAL PROJECTS		\$200,000.00
TOTAL APPROPRIATION		\$200,000.00

*Supplementary to \$25,000 allocation to be encumbered out of FY 1975 funds.

These projects require authority as follows:

1. Past projects having received approval and allocation by the Idaho Board of Aeronautical Directors for which authority to re-encumber is required.
2. Past projects having received approval and allocation by the Idaho Board of Aeronautical Directors for which re-vision to the allocations and authority to re-encumber is required.
3. New projects based on application or notice of intent for which allocations and authority to encumber are required.

The Transportation Board, as recommended by the Idaho Aeronautics & Public Transportation Advisory Board, authorized:

1. That category one (1) projects be approved for re-encumbrance against previous year's appropriation.
2. That category two (2) projects be approved for reallocation and encumbrance against previous year's appropriation.
3. That category three (3) projects be approved for allocation and encumbrance against previous year's appropriation.

Vacation of Swiss Air Villa Subdivision Runway Approved. Mr. Rauscher reported to the Transportation Board that in 1967 the Department of Aeronautics donated materials to assist the Swiss Villa Developing Co., Inc. in developing the Swiss Villa Airport at Obsidian. In return, the Department received an agreement granting public use authority for the following ten years at no charge. The agreement included immediate airport property and approach zones. Sawtooth National Forest, under expanded development plans for

DDG535

Sawtooth National Recreation Area, is negotiating with the private landowner holding title to the airport. The airport was not entered in the most recent publication of the State Aeronautical Map and Directory. Custer County has vacated their interest in the airport. Sawtooth National Forest wishes to have a formal statement of interest and intent of the State with respect to the owners current obligations. The State operates Smiley Creek Airport just south of Obsidian.

Upon the recommendation of the Aeronautics & Public Transportation Administrator, the Board authorized vacation of State interest in the subject airport through Resolution C-93 subject to the following conditions:

1. Owner will permit the State to enter and recover wind sock standard.
2. Owner will notify FAA of change of status to personal use, or
3. If closed, owner will publish NOTAM and properly mark airport according to FAA AC 150/5340-ID.

Resolution C-93 is made a part hereof with like effect as though included in full herein.

Proposed Federal Legislation Affecting Airport Aid Programs. Mr. Rauscher reported on his recent participation in the NASAO meeting in Washington, D. C. on the subject of proposed Federal legislation affecting the airport aid programs.

Highway Project Development. Mr. Tisdale discussed with the Board several projects proposed for contract before June 30, but which were not included in the list of projects approved by the Board for future bid opening.

R. J. Bruning, Special Assistant to Governor Andrus, Visits With Board. Mr. Bruning described a request from Dr. and Mrs. Swain who own a historical museum adjacent to U.S. 95 north of Marsing. The Swains being aware of the Department's proposal to add a climbing lane, ask that a left turn refuge be provided for the museum access. Since the museum property has been bequeathed to the State, Mr. Bruning said a case could be made that the access will be public in the future.

The Board took the matter under advisement and directed the Division to explore the possibility of building such a refuge with the climbing lane. (ACTION: DISTRICT THREE ENGINEER)

Ada County Board of Commissioners Meet With Board Concerning
Access to Proposed City-County Law Enforcement Complex in Boise.
Meeting with the Board were:

Eugene R. Crawford, Ada County Commissioner
Flip Kleffner, Ada County Commissioner
Vern Emery, Ada County Commissioner
John R. Church, Chief of Police
Ernest Lombard, Architect, Ada County

William Sacht, District 3 Engineer, briefed the Board on the Commissioner's request for access to the Boise west Interstate connector. He presented a sketch plan of a half diamond interchange at Cole Road, as an alternative to the Commissioners' proposal for a slip ramp connection.

Mr. Kleffner expressed the concern of the Ada County Commissioners regarding the egress and ingress to the new City - County Law Enforcement Building and the critical need for those problems to be solved.

Mr. Lombard reviewed and discussed a 1/8" scale site plan of the proposal with the Board. He explained that the building will encompass two blocks with approximately 2½ to 3 acres in the complex. He stated that at the present time there would be 800 cars a day going to and from the building. In answer to a question from Mr. Moore, he said they plan to start building this fall and it would be two years before the construction was completed.

Mr. Moore asked if the use of this site was contingent upon the access.

Mr. Lombard stated that they would probably build it anyway.

It was explained to the delegation that one of the problems is financing. The financing would have to come from Primary funding and that money is allocated past 1977.

Mr. Wood stated that the FHWA's position is that a split diamond concept can be confusing to the public because of the operational characteristic. It is their philosophy not to approve this kind of facility for purposes of Federal-aid financing.

It was the Board's position that the following would have to be taken into consideration:

1. The concept would have to be acceptable to the FHWA and Transportation Board.
2. Financing and scheduling would have to be worked out.
3. Cost estimates would have to be made.

March 7, 1975

DDG535

The Board directed the Division to review the concept with the Federal Highway Administration and obtain cost estimates. (ACTION: DISTRICT THREE ENGINEER)

Mr. Kleffner stated that Ada County would also pursue this as they are very anxious to solve the access problem while the project is in the design stage.

Soda Springs City Councilman Meets With Board Concerning Overpass Project and Development of State Highway 34. Mr. Max Hughes, a member of the Soda Springs City Council, reviewed the growth problems the City has experienced since the Board visited in September. He expressed the City's interest in accelerated development of the Third Street railroad overpass and the Hooper Avenue (SH 34) projects. He indicated that the overpass should be the first priority.

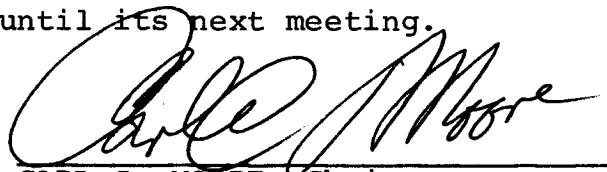
The scheduled development of the overpass was discussed as well as funding. What is now a secondary project could be reclassified urban when Soda Springs passes the 5,000 population level. The possible use of rail crossing funds was also mentioned.

The Board told Mr. Hughes that the Department would aggressively pursue the development of the overpass project and would explore alternate funding possibilities. Mr. Hughes said the City will request a special census when it becomes apparent that Soda Springs is nearing the 5,000 mark.

Mr. Tisdale suggested that the area of the intersection of Third Street and SH 34 could be reviewed for high hazard location funding.

The Board requested a speed check on SH 34 in Soda Springs to determine if the 45 mph speed limit is realistic. (ACTION: DISTRICT ONE ENGINEER)

WHEREUPON, the Board adjourned until its next meeting.


CARL C. MOORE, Chairman

Read and Approved
April 16, 1975
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 16, 17 & 18, 1975

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Wednesday, April 16, 1975. Present were:

- Carl C. Moore, Chairman - Director, District 3
- Lloyd F. Barron, Vice Chairman - Director, District 2
- Roy I. Stroschein, Member - Director, District 1
- Darrell V Manning, Director, Idaho Transportation Department
- E. D. Tisdale, State Highway Administrator
- H. L. Day, Board Secretary
- E. M. Wood, Division Engineer, Federal Highway Administration

Minutes. The Board approved the minutes of the March Board Meeting.

Board Meeting Dates Set. The Board confirmed the dates of its May meeting and North Idaho Tour for May 5 through May 9. The June meeting was scheduled for June 5 and 6.

Moscow Couplet Discussed. Meeting with the Board were four groups represented by the following:

City of Moscow

- Paul Mann, Mayor
- George Russell, Councilman
- Jim Anderson, Councilman
- William Smith, Director, Public Works
- W. L. Anderson, Ex-Mayor

Moscow Chamber of Commerce

- Wayne Mayberry
- Ralph W. Hawkins
- Jim Crossler
- Rick Ripley
- Larry Grupp

Moscow Citizens' Action Group

- Linda Pall, Chairperson
- Clay Boyd, Administrator, Gritman Hospital

Jackson Two-Way Traffic Group

- Mary Seaman, Chairperson

April 16, 1975

DDG535

Ralph Hawkins and Councilman Anderson representing the Chamber of Commerce and City Council, respectively, made statements advocating the Jackson - Washington modified couplet proposal. Mr. Anderson predicted that the Main Street business community would be willing to participate financially in the improvement of Main Street.

Mr. Clay Boyd made a statement in behalf of Gritman Hospital expressing concern about noise and access problems as they could affect the hospital if an alternate involving Washington Street were selected. He said his Board would probably not object if they had assurance that these concerns were considered in project development.

Mrs. Pall presented a statement questioning the value of any couplet development. Her group, Moscow Citizens' Action Group, advocate an interim solution that would be cost-effective in reducing peak hour traffic volumes and improving the east-west traffic flow. She recommended that the Board cooperate with Moscow officials in developing a long-range transportation plan including consideration of a bypass.

Mrs. Seaman made a statement for the Jackson Two-Way Traffic Group advocating the use of Jackson Street as a "bypass," and emphasized her group's concern about east-west traffic flow.

Mayor Mann expressed his support of a couplet system and urged that a decision be reached as soon as possible. He expressed concern about the city's financial participation in the possible rebuilding of Main Street as an urban system project.

Mr. Tisdale suggested that attention be given in the final EIS to the accident-reduction potential of a couplet development.
(ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Shelley Rest Area Discussed. Mr. Neil Morgan, Director of the Bingham County Parks Department, presented a request for Department assistance in developing a rest area - recreation area on the Snake River between Interstate 15 and Shelley on a local FAS route.

Mr. Wood suggested the possibility of using 319b funds for the rest area project. The proposed facility would have to be added to the Rest Area Master Plan.

The Board directed the Division to explore the possibility of obtaining 319b funds for the County's use. State funds are not available for such application, and the Division cannot participate in maintenance; but assurance would be needed that the County would maintain the area. The Department can, however, provide directional signing on Interstate 15 and U.S. 91. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Burley Delegation. The following delegation from Burley met with the Board:

Robert Saxvik, State Senator
Truman Bradley, Chamber of Commerce
Leon Bedke, Burley City Engineer
Bill MacKnight, Chamber of Commerce
Garry Asson, Chamber of Commerce

Mr. Bradley addressed the subjects of the Burley - Paul and the Burley - Heyburn Bridges. He requested that design begin as soon as possible for two additional lanes at the Burley - Paul (Overland) Bridge, and that construction of additional lanes be expedited for both structures.

Mr. Tisdale stated that both bridges would be eligible for Urban D financing. The Heyburn Bridge, estimated at \$2.7 million, would require more than Burley's share of urban funds. Subject to Board approval the other bridge could be added to the location - environmental study chapter of the program.

Senator Saxvik introduced Mr. MacKnight who presented a report in support of developing a truck bypass around Burley. Mr. Tisdale noted that any new road developed to serve a bypass function could possibly be considered as an Urban D project with Burley paying the local share of costs.

Legal Opinion on Mobile Home Movements on a Single Trip Basis Requested. The Board requested the Department to examine its legal position regarding the issuance of special permits to privately owned mobile homes on a single trip basis for the purpose of facilitating tax collection. (ACTION: LEGAL COUNSEL)

Feasibility of Providing Slow Traffic Turnouts on US 20-191 Requested. Mr. Stroschein questioned the feasibility of providing slow traffic turnouts on US 20-191 between Idaho Falls and Ashton in view of the Idaho State Police's intention to begin motorcycle patrolling on the highway. The Highway Division was asked to report its intentions in this regard at the May Board meeting. (ACTION: DISTRICT 6 ENGINEER)

Summary of Program Action on State Highway 7 Projects Requested. Mr. Moore requested a letter be written to Representative Dale Branson summarizing Board program action regarding State Highway 7 projects. (ACTION: CHIEF OF PLANNING)

Department Financial Management Program Approved. It was reported to the Board that the Data Processing Section had completed a comprehensive Department plan for management information and reviewed it with the Board last fall. The first action recommended by the plan is a review and long range integration and improvement program for the Department's Financial Management.

DDG535

Over the past three months, a request for a proposal outlining the project was prepared and sent to interested consultants. A Selection Committee was appointed. This group met on several occasions and concluded their evaluation by unanimously agreeing to recommend the firm of Touche Ross to guide the Department in the first phase of the work.

The Board approved entering into a consulting services contract with the firm of Touche Ross for a maximum sum of \$29,750.

State Highway Administrator's Report.

Mr. Tisdale presented a federal-aid apportionment balance report. An estimated \$18 million in projects has been obligated since the March report. This report will be presented each month.

Mr. Tisdale reported on the court decision in favor of the Secretary of Transportation in the Ralph Nader suit alleging non-compliance with the highway safety program.

Speed Limit, Weight and Size Certification Discussed. James Pline, Traffic Supervisor, and Roy Jump, Maintenance Supervisor, briefed the Board on the requirements for certification of vehicle speed, weight, and size enforcement which have been published in the Federal Register, Volume 40, No. 45, March 6, 1975.

It was requested that the speed check program be rescheduled for better statewide distribution. As far as the other requirements are concerned, the Department will object to provisions that impact the budget and that require the Department to certify to activities carried on by other government jurisdictions. (ACTION: CHIEF OF PLANNING)

Access Exchange Deed, Project F-2351(3), Parcel 24-A, A.E. & Leota Dumars, Deferred. It was the Board's decision to defer until the May meeting a requested exchange of a 20 foot farm approach at Station 287+76 right for a 30 foot unrestricted approach at Station 287+86 right on Project F-2351(3), Parcel 24-A, A.E. & Leota Dumars.

Access to U.S. 30 at Bliss Discussed. Mr. Barron commented on his conversation with Mr. Otis Henderson of Bliss about access to U.S. 30 at the East Bliss Interchange and about a drainage concern.

No request for access changes has been received from Mr. Henderson by the District Office at Shoshone.

It was the Board's decision that Mr. Henderson's access not be modified since there is access to and from the adjacent county road. However, the District will be asked to visit Mr. Henderson to discuss the access and drainage problems. (ACTION: DISTRICT TWO ENGINEER)

Route Number Revisions. L. P. Sheesley, Highway Planning & Programing Supervisor, advised the Board that AASHTO has requested route number revisions by May 9. He suggested, and the Board concurred, that the Department apply to the AASHTO route numbering committee to drop the U.S. 10 designation. The Board also agreed that the Department write the route numbering committee to ask their support of dropping the U.S. 91 designation in Montana in connection with a similar action in Idaho from Idaho Falls northerly. (ACTION: CHIEF OF PLANNING)

Load Restrictions on U.S. 12 from Kooskia Bridge to M.P. 114 Discussed. L. P. Sheesley, Highway Planning & Programing Supervisor, reported to the Board that a petition had been received to improve a section of U.S. 12 from the Kooskia Bridge to M.P. 114, a distance of about 40 miles. The petition stated that the movement of goods is impaired when load restrictions are necessary.

The Board asked that the petitions be sent to the Federal Highway Administration with a request for Public Lands Funds which could be used to strengthen the roadway and minimize the need for restrictions.

U.S. Forest Service Requests Addition of Routes to Forest Highway System. L. P. Sheesley, Highway Planning & Programing Supervisor, reported that there is support by the U.S. Forest Service to:

1. Add road from Kilgore to U.S. 191 to the Forest Highway System; and
2. Classify westerly portion of Buttermilk Loop Road from FAS 6805 to the Forest Service campground area as a major collector, and add it to the Forest Highway System.

Mr. Sheesley stated that present financing levels and priorities preclude Forest Service improvement of the Buttermilk Loop Road. As a Forest Highway, additional funding might be available, according to the Forest Service.

It was pointed out that with over 1,100 miles on the Forest Highway System and an annual apportionment of \$3.2 million, considerable programing latitude exists without further additions to the Forest Highway System. As locally administered mileage is added to the Forest Highway System, State highway projects face additional competition for available limited Forest Highway Funds. The Buttermilk Loop Road does not satisfy major collector criteria.

It was the Board's decision to not add either route to the Forest Highway System, nor classify the Buttermilk Loop Road as a major collector.

Bikecentennial '76 Route Selection--Signing Denied. It was reported to the Board that the National Field Director of Bikecentennial has notified the Department of selection of centennial '76 routing through Idaho. It extends from the Oregon line at Brownlee Dam via SH 71 to US 95, thence north to SH 13 at Grangeville, thence easterly and northerly to Kooskia, thence northeasterly on US 12 to Montana. The total estimated cost to provide adequate signing for this routing is \$1,500.

The Board disapproved this proposal. (ACTION COMPLETED)

Change in Federal-aid Status of U.S. 30 from Bliss to Burley and S.H. 81 from Burley to Cotterell Interchange Requested. The Department asked Board approval to request the FHWA to approve a change in Federal-aid status of U.S. 30 from Bliss to Burley and S.H. 81 from Burley to Cotterell Interchange. Both are now Federal-aid Primary routes, and it is intended they will become Federal-aid Secondary routes.

It was pointed out to the Board that when functional classification is complete, it is expected the routes in question will be major collectors. As such, under Federal requirements they will qualify as FAS routes after June 30, 1976. Early identification as FAS routes will facilitate development of the six-year construction program in which anticipated funding is required.

The Board approved the request with the understanding that consistent functional classification of all such routes will reduce Federal-aid Primary mileage significantly. However, sufficient programming latitude should exist so as to pose no problem in obligating FAP funds. Federal regulations require that this action have the concurrence of appropriate local officials even though these routes are retained on the State system.

Board Apprised of Request to FHWA for Additional \$3,498,000 in Bridge Replacement Funds. It was reported to the Board that information had been received indicating that additional funding may become available. A request for an additional \$3,498,000 was submitted to the FHWA on April 10, 1975.

State Map Showing Safety Categorical Projects Coded by Type Requested. The Board requested the Department to furnish them with a State map showing the safety categorical projects proposed for construction in fiscal year 1976 coded by type, e.g., ROS - PMS, etc. (ACTION: TRAFFIC SUPERVISOR)

Hearing Determination - Alternative Corridor Locations for the Relocation of U.S. Highway 95 Through Moscow, Latah County, Idaho, U-4114(25). A public hearing was held at the Moscow High School, Moscow, Latah County, Idaho, at 7:30 p.m., Thursday, February 20, 1975.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

The Idaho Transportation Board finds and determines that:

1. U.S. Highway 95 through Moscow be constructed on generally new locations identified as the Jackson-Washington Couplet Plan shown in the Draft Environmental Statement dated December 1974.
2. That the north terminus of the Washington Street leg of the couplet shall intersect Main Street in the vicinity of "A" Street.
3. The exact termini for the north and south ends of the couplet shall be determined after detailed design study and shall be considered at a future Design Public Hearing.
4. Relocated sections of U.S. Highway 95 when completed be added to the State Highway System.
5. The section of existing U.S. Highway 95 (Main Street) between 8th Street and "A" Street when replaced by the proposed relocation shall be removed from the State Highway System.
6. This proposal will provide greater benefit to the State of Idaho than the economic loss and damages resulting to the City of Moscow from said changes.

Location and Environmental Study, Project U-4114(20), U.S. Highway 12 in Lewiston. It was reported to the Board that the consulting firm of Stevens, Thompson and Runyan has prepared a Draft EIS containing location study data. It has undergone several reviews and is in relatively acceptable form. A staff review was held on April 10 to discuss alternatives, particularly with respect to impacts on historic sites.

The various plans with current proposed modifications and system actions were reviewed with the Board. Cost comparisons were also discussed.

The Board approved the alternatives as proposed to allow completion of the Draft EIS and advertisement of corridor hearing.

Design Concept Report, Project ST-4114(593), Clearwater Bridge at Lewiston. Mr. Ed Johnson, representing Howard, Needles, Tammen and Bergendoff, presented a summary of his firm's Design Concept Report on the Clearwater River Bridge at Lewiston, Project ST-4114(593).

April 16, 1975

DDG535

The Coast Guard's responsibility is for providing navigational clearance. If this can be accomplished by building a high level bridge at the State's option, Mr. Johnson conjectured that the Guard might participate to the extent of providing the cost of building a low level bridge lift span minus the salvage value of the existing spans replaced.

If the Board opts for a wider bridge, the Coast Guard will probably decline to participate in the "betterment" portion of the cost. If this occurs the Department could challenge their basis for this, the Truman - Hobbs Act, by claiming that the provisions of said act are superseded by the National Environmental Protection Act of 1969 with its requirement to consider social, economic and environmental effects.

If a new bridge would encroach on "Pepsi Park," the Department should work with the city to be sure that this facility is not designated as a public recreation area.

Mr. Wood believes federal agency policy may have changed recently to allow participation in rebuilding or replacing facilities to present day, rather than original, standard. He will check this and advise the State Highway Administrator before the Division enters any discussion with the Coast Guard.

Location and Design Approval - Snake River Bridge East of Roberts, Project RS-6742(12). An opportunity for a location and design public hearing was given. No requests were received so no hearing was held.

The finished roadway width proposed is 34 feet. Right of way required to construct the project would be a strip of land varying in width from 0 to 80 feet. The new bridge would be located just upstream from the existing bridge. The old bridge would be removed upon completion of the new structure.

The Board approved the location and design of the project as currently developed.

Location and Design Approval - I-80N to Jerome South City Limits, Project S-2751(3). A location and design public hearing was held at Jerome on March 20, 1975.

Twenty-one interested people were present. One lady objected to the construction of the bicycle path proposed. Several individuals expressed themselves as being in favor of the project as proposed, including the bicycle path.

The project would be constructed to an urban section with the width between curbs being either 66' or 68'. The proposed right of way width would be 126 feet in the rural area and 80 feet in the urban area.

THURSDAY, APRIL 17, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director - ITD
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Engineer, Federal Highway Administration

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
ST-3856 (507)	Payette River Bridge on SH-52, 1.5 Mile North of Hamilton Corner M.P. 12.40 to M.P. 12.98	Partial Control, Type "A"
QF-3281 (26)	Wilson Drive in Caldwell - Phyllis Canal in Nampa M.P. 51.90 to M.P. 57.56	Standard Approach Policy

Engineering Agreement No. 96, I-90-1(47)61, City Hall & Fire Station, Wallace. Chief of Highway Development Sessions requested Board approval of Engineering Agreement E-96 and related cost for design and supervision of construction of the replacement building.

The estimated construction cost of the building is \$630,000. The architect's fee is \$39,375 or not to exceed \$40,000 should the contractor's bid exceed \$630,000. This fee was determined by the Architectural Service Fee Schedule. The Department's estimated design cost is \$47,250. The Department will advertise and open bids for the contract.

The Highway Division recommended the selection of the firm of Walker/McGough/Foltz/Lyerla of Spokane, Washington. This selection was based on: Firm has more experience in design of buildings of this type; largest firm with available engineering services in-house whereas other firms will require consultant assistance; local officials prefer this firm due to experience at the Osburn School building. This firm is licensed in Idaho and the principal field inspector will work out of Coeur d'Alene.

Based on the above recommendations, the Board approved entering into an agreement with the firm of Walker/McGough/Foltz/Lyerla.

April 17, 1975

DDG535

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

STM-15-3(502) - The work consists of repairing the 212' concrete underpass on I-15, South Hamer Grade Separation Repair, in Jefferson County - State financed. The contract will be awarded to Robert Severance, Hazelton, Idaho, the low bidder, in the amount of \$9,740.00.

U-4114(30) - The work consists of installing navigational lighting on the Lewiston Memorial Bridge on US-95 at Lewiston, Idaho, in Nez Perce County - Federal Aid Urban and State financed. The contract will be awarded to Maxwell's Electric Inc., Spokane, Washington, the low bidder, in the amount of \$41,400.00.

I-IG-90-1(47)61 "E" R/W - The work consists of demolishing the Wilma Theatre at Wallace, in Shoshone County - Federal Aid Interstate and State financed. The contract will be awarded to M. L. Knapp Const. Co., Salmon, Idaho, the low bidder, in the amount of \$7,925.25.

RF-3112(39), Little Salmon River Bridge, Adams and Idaho Counties - Federal Aid Primary and State financed. The contract will be awarded to Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$792,737.50.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 325 - ST-6501(539) US-20	Palisades West Pmx & Seal (Advertise 5/29/75) (Open Bids 6/24/75)	\$ 400,000
Key No. 205 - M-7151(001) US-30	Benton Street O.P. Pocatello Rehab. Deck, Conc. Tr. Sep. (Advertise 5/26/75) (Open Bids 6/17/75)	660,000
Key No. 96 - M-3271(20) SH-44	State St. (28th-36th) Gr., Gr., Bs., C & G, Pmx. (Advertise 6/30/75) (Open Bids 7/22/75)	641,000
Key No. 95 - M-3271(25) SH-44	State St. (23rd-28th) Gr., Dr., Bs., Pmx., C & G, Sig. (Advertise 6/30/75) (Open Bids 7/22/75)	429,000
Key No. 80 - M-2361(36) US-30	West 5 Points, T.F. Gr., Dr., Bs., Pmx, C & G, Sig. (Advertise 6/16/75) (Open Bids 7/8/75)	432,000

Key No. 68 - RF-1481(25) US-30	Lava Hot Springs - Lund Gr., Dr., Str. (Advertise 5/22/75) (Open Bids 6/17/75)	\$ 3,500,000
Key No. 373-388 ST-3271(547) (550) SH-55	Clear Creek - Cascade, Donnelly - McCall Plant Mix Overlay (Advertise 5/1/75) (Open Bids 6/3/75)	520,000
Key No. 883 - ST-4704(514) SH-14	Forest Boundary East WDN., Rd. Mx. (Advertise 4/16/75) (Open Bids 5/13/75)	270,000
Key No. 872 - ST-4780(524) SH-11	Top Greer Grade - Weippe Pmx. O'lay. (Advertise 5/1/75) (Open Bids 6/3/75)	321,000
Key No. 405 - STS-4114(587) US-12	3rd Ave. N. & US-12 Lewiston Lft. Turn Lane, Sig. (Advertise 4/28/75) (Open Bids 5/20/75)	22,000
Key No. 206 - ST-1481(561) US-30	Lava - Bancroft Pmx. O'lay. (Advertise 5/1/75) (Open Bids 5/27/75)	310,000
Key No. 250 - ST-2779(510) SH-46	North of Gooding Gr., Dr., Surf., BST (Advertise 5/8/75) (Open Bids 6/3/75)	70,000
Key No. 866 - STS-2809(517) SH-68	Hill City - Channelization Widen Rdway, Pt. Med. (Advertise 5/28/75) (Open Bids 6/3/75)	40,000
Key No. 874 - ST-3112(548) US-95	Galloway Canal Str. (Advertise 5/29/75) (Open Bids 6/24/75)	60,000
Key No. 413 - ST-4749(511) Jct. FAS-4713	Green Creek Junction - Jct. FAS-4713 Pmx. O'lay. (Advertise 5/22/75) (Open Bids 6/17/75)	320,000

April 17, 1975

DDG535

Key No. 875 - ST-4749 (512) SH-7	Jct. FAS-4713 - Cottonwood Creek Recond. Bs., Rd. Mx. (Advertise 5/22/75) (Open Bids 6/17/75)	\$ 200,000
Key No. 283 - ST-5115 (543) US-95	Worley - Alexander Level & Pmx. O'lay. (Advertise 5/15/75) (Open Bids 6/10/75)	260,000
Key No. 82 - M-2391 (10) US-93	Addison Ave., T.F. Gr., Dr., Bs., Pmx. (Advertise 6/16/75) (Open Bids 7/8/75)	478,000
Key No. 849 - F-4113 (64) US-95	So. of Cottonwood-Ferdinand P.C. Conc. Pave. (Advertise 6/16/75) (Open Bids 7/8/75)	1,850,000
Key No. 426 - F-4113 (50) US-95	Ferdinand, South Gr., Dr. (Advertise 5/22/75) (Open Bids 6/17/75)	1,088,000
Key No. 105 - F-6471 (39) US-20	So. Rigby-Thornton Gr., Dr., Irrig. Str. (Advertise 6/23/75) (Open Bids 7/15/75)	2,790,000
Key No. 865 - RS-6742 (13) SH-48	State Street, Rigby-Freeway 1 Gr., Dr., Bs., Pmx., C & G, S.W. (Advertise 4/21/75) (Open Bids 5/13/75)	70,000
Key No. 144 - RS-4809 (9) SH-8	3.8 Mi. So. Bovill, East Gr., Dr., Bs., Pmx., Str. (Advertise 4/28/75) (Open Bids 5/20/75)	1,650,000
Key No. 547 - RS-3790 (1) SH-69	Boise River Bridges Str., Appr. (Advertise 6/9/75) (Open Bids 7/1/75)	950,000
Key No. 391 - HHS-3281 (34) US-30	US-30 & Cloverdale Signal Inst. Sig. (Advertise 4/28/75) (Open Bids 5/20/75)	37,000
Key No. 484 - HHS-6501 (15) US-26	St. Leon Rd. - Beeches Corner I.F. Wdn. for L.T. Bays & Impr. Inter. (Advertise 6/30/75) (Open Bids 7/22/75)	160,000

Key No. 868 - RS-6742(11) SH-48	Rigby Freeway - East 2 Gr., Dr., Bs., Pmx., C & G, S.W. (Advertise 6/23/75) (Open Bids 7/15/75)	\$ 50,000
Key No. 389 - HHS-7063(001) SH-44	SH-44 & Collister Sig. Imp., Int., Inst. Sig. (Advertise 6/2/75) (Open Bids 6/24/75)	35,000
Key No. 447 - HHS-7323(003) US-30	US-30 & 5 Mi. Rd. Sig. Inst. Act. Sig. (Advertise 6/2/75) (Open Bids 6/24/75)	52,000
Key No. 1054 - HHS-7564(001)	Install Var. Sig. in Moscow - Rt. 7564	70,000
Key No. 1055 - M-7564(002)	Mod. Sig. - Rt. 7564	
Key No. 1056 - M-7574(001)	Mod. Sig. - Rt. 7574	
Key No. 1057 - M-7624(001)	Mod. Sig. - Rt. 7624	
Key No. 1058 - M-7664(001)	Inst. Sig. & Sig. Imp. - Rt. 7664 (Advertise 6/2/75) (Open Bids 6/24/75)	
Key No. 328 - ST-6501(541) US-26	Antelope Flat Flt. Bk. Slopes (Advertise 8/14/75) (Open Bids 9/9/75)	100,000
Key No. 334 - ST-6830(505) SH-33	Hatcher Corner - Driggs Widen, Pmx, Seal (Advertise 6/12/75) (Open Bids 7/1/75)	400,000
Key No. 363 - HHS-F-2361(42) US-30	US-30 and Highland, Burley Sig. (Advertise 5/8/75) (Open Bids 6/3/75)	20,000
Key No. 50 - I-IG-90-1(76)0 I-90	Washington State Line - Post Falls Bs., PC Conc., Sign., Lt., G.R. (Advertise 6/16/75) (Open Bids 7/8/75)	2,160,000
Key No. 591 - FF-4114(23) US-95	Lewiston Hill Sec. 2 Gr., Dr. (Advertise 6/6/75) (Open Bids 7/1/75)	2,523,000

April 17, 1975

DDG535

Key No. 589 - FF-4114(28) US-95	Lewiston Hill Sec. 3 Gr., Dr. (Advertise 5/26/75) (Open Bids 6/17/75)	\$ 2,618,000
Key No. 79 - U-2361(32) US-30	2nd Ave. S&W, T.F. Gr., Dr., Bs., C & G, Sig. (Advertise 6/23/75) (Open Bids 7/15/75)	740,000
Key No. 158 - U-3021(31) US-20A	Fairview Ave.-Chinden Blvd. Gr., Dr., Bs., Pmx., C & G (Advertise 6/23/75) (Open Bids 7/15/75)	850,000

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

RF-3112(39), Key No. 798, Formerly ST-3112(538), U.S. Highway 95, Little Salmon River Bridge, Adams & Idaho Counties - Idaho Power Company and Idaho Telephone Company

I-IG-90-1(17)60 R/W, Key No. 632, I-IG-90-1(98)6 Const., Key No. 59, Osburn ECL - W. Wallace I.C. (Excl.) - General Telephone Company of the Northwest, Inc., Washington Water Power Company and Citizens Utilities Company

Approval of Trade.

SH-67 & SH 51	S-3804(2) & S-3806(1) Mountain Home- Bruneau	Parcel No. 4-R
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The Board approved release and signed a Quitclaim Deed releasing a portion of a previous easement acquired from the State Land Board -- releasing 0.54 acres of said easement with the understanding that the subsequent property owner, a Mr. J. A. Landon, would furnish the State with a deed to the 1.94 acres being retained for highway purposes.

Release of Borrow Source.

Borrow Source No. 4 F-2351(3) Gooding County	Richard L. Jordon & Annette V. Jordon .
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The Board signed a Quitclaim Deed in favor of the Jordons releasing Borrow Source No. 4.

Trade of Uneconomic Remainders.

US 20 &	RF-6471(39)	Donald E. Hanson	Parcel No.
US 191	South Rigby- Thornton	& Merelene Hanson	23-R

The Board signed a deed conveying Parcel No. 23-R to the Hanson as part payment for right of way needed from the Hansons.

US 20 &	RF-6471(39)	Edmond M. Cordon	Parcel No.
US 191	South Rigby- Thornton	& Iva B. Cordon	24-R

The Board signed a deed conveying Parcel No. 24-R to the Cordons as part payment for right of way needed from the Cordons.

Settlement in Excess of \$60,000.

US 95	DP-F-4114(23)	R. C. Benedict &	Parcel No.
	Lewiston Hill	Amanda F. Benedict	1
	(Sec. 2)		

The Board concurred in the recommended fair market value of \$78,000 for the R.C. Benedict parcel and approved negotiation at 10% above \$78,000, if needed, during negotiations as recommended by the Right of Way Supervisor.

Condemnation Authority.

US 95	DP-F-4114(23)	Donald G. Kress &	Parcel No.
	Lewiston Hill	Gladys Kress, aka	2
	(Sec. 2)	Gladys Greer Kress	

US 95	DP-F-4114(28)	Ruth Ellen Eaton	Parcel No.
	Lewiston Hill	Richardson, et al	1
	(Sec. 3)		

The Board signed Orders of Condemnation on the above parcels as recommended by the Right of Way Supervisor and confirmed the action taken by telephone April 4, 1975, when contacted by the Right of Way Supervisor.

Sign Program Report. The Right of Way Supervisor distributed copies of the sign report to each Board member for his review.

Sale of Surplus Property.

I-90	I-90-1(47)61	Wilma Theatre	Parcel No.
			19

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The Right of Way Supervisor explained that the Wilma Theatre in Wallace was acquired in total during acquisition of right of way needed for the Wallace project.

The theatre collapsed due to heavy snows leaving four apartments upstairs and three store spaces at ground level standing. The State is in the process of letting a contract to clean up the rubble from the collapsed theatre. Values of property as of March 5, 1975:

Value of building and land-----	\$24,000
If 1300 sq. ft. remainder of City Hall added---	\$ 2,750
Total-----	\$26,750

Although this is a deviation from the present policy, Mr. White recommended that the remainder property be sold now instead of waiting until the project is completed. The major reason for recommending sale at this time is that an estimated \$11,000 would have to be spent to make the apartments and stores habitable since the heating and electrical system was in that part that collapsed. It was therefore thought that selling the property and putting it back in the hands of the private sector at this time was in the best interest of everyone concerned.

It was the Board's decision that:

1. It would be in the best interest of the State to sell the remainder of the theatre property at this time.
2. The City Hall property should be retained.

The Board members requested that they be advised of the sale date.

Procedure for Specifying Pipe Culvert on Construction Projects
Approved. Chief of Highway Development Sessions explained to the Board that Board Policy B-203 specifies that plans indicate all types of pipe that will withstand all stresses and have a life expectancy of 50 years. The contractor is permitted to choose and install any type listed on the plans. Experience indicates the contractor installs metal pipe in lieu of concrete when alternates are provided. When alternate bids are requested, the low bid must be used or FHWA requires the State to pay the difference without Federal participation. The present procedure is to specify concrete pipe for storm and sanitary sewers and extensions to existing concrete culverts. Concrete smoothness offers hydraulic efficiency superior to metal.

Mr. Sessions recommended, and the Board concurred, that on selected projects the Highway Division will offer alternates to determine present differential in bidding and advise the suppliers accordingly. The Division will report the findings at some future Board meeting.

April 17, 1975

Revision of Encroachment Procedures and Permits Approved.
Encroachment procedures and permits were discussed at the March meeting of the Board, but the subject had been deferred until this meeting when all Board members were present.

Chief of Highway Development Sessions recommended, and the Board concurred, to revise encroachment procedures and permits as follows:

1. Revise Administrative Policy A-014 and Board Policy B-014 to reflect the changes in policy. (ACTION: CHIEF OF PLANNING)
2. Delegate authority to District Engineers to approve standard approach, utility and satisfactory partial and full control access permits. Controversial permits will be arbitrated by the Board. (ACTION: STATE HIGHWAY ADMINISTRATOR)
3. Charge utility and public agencies \$40.00/permit and standard approach permits \$20.00.
4. Make the fee non-refundable.

Response to Resolution from Wallace Chamber of Commerce. Chief of Highway Development Sessions reported to the Board that the Wallace Chamber of Commerce on March 25, 1975, requested the Department to restudy and redesign the Wallace project because the Chamber alleges that the present design was completed without benefit of an environmental impact study.

The Chamber of Commerce asked that special consideration be given to:

1. Combine Burlington Northern Railroad and Union Pacific Railroad track usage through Wallace.
2. Provide a full interchange east of the city (present design provides full interchange on the west and partial interchange on the east) to prevent isolation and detrimental effects due to the loss of westbound traffic.

Mr. Sessions stated that it would be impossible to comply with their requests because of topography and cost, which could not be warranted due to the small volume of traffic the added ramps would serve. He also said that the Railroad Companies would not combine their track usage.

A prepared position statement was presented to the Board for their consideration. They concurred in the position statement and reviewed the environmental impact statement. The statement and the environmental impact statement will be sent to the Chamber of Commerce and legislators in the Wallace area.

April 17, 1975

DDG:330

Project Priority to Obligate Available Federal Aid Funds. A list indicating projects by system, obligation authority and unapportioned balance was presented to the Board for their review. The list indicated status of funding and progress of project development since the recent release of impounded funds and 1976 obligational authority. The projects were developed according to previous priorities and after the program review are to be revised accordingly.

South Pocatello Interchange to South Blackfoot Interchange, US-91. The Board was advised that an environmental assessment of the above section is required prior to proceeding with construction of the I-15W I.C. through Chubbuck section. This route is partially Urban "D" and partially Secondary.

The Board approved an Urban "D" project and a Secondary project each to cover the Environmental Study for the applicable section of this route.

Traffic Signals for Various Locations in District III Approved. It was explained to the Board that current volume projections indicate that each of the following locations will meet one or more of the warrants for traffic signal installations as detailed in the MUTCD within the next five years.

<u>Priority*</u>	<u>City</u>	<u>Intersection</u>	<u>Est. Cost</u>
1	Mt. Home	US 30 & SH 68	\$ 60,000
2	Meridian	US 30 & Idaho**	50,000
3	Boise	SH 44 & SH 55	50,000
4	Boise	Main St. & 30th**	60,000
5	Mt. Home	SH 68 & 10th East**	50,000
6	Boise	Capitol & Battery**	50,000
7	Homedale	US 95 & SH 19**	50,000
8	Nampa	Garrity Blvd. & 11th**	50,000
9	Nampa	US 30 & Canyon**	60,000
10	Weiser	US 30 & US 95	60,000
11	Nampa	US 30 & 6th**	50,000
12	Caldwell	US 30 & E. Chicago**	60,000
13	Nampa	US 30 & Midland Blvd.**	60,000
14	Boise	Fairview & Westgate**	60,000
15	Mt. Home	US 30 & 3rd No. (SH 68)**	<u>50,000</u>
Total			\$820,000

* Based upon percentage of warrant currently met.

** Cooperative improvement with appropriate local unit of government.

The Board approved the inclusion of the above improvements in the Six-Year Highway Improvement Program to facilitate orderly development of these improvements.

New Projects - Preliminary Engineering and Right of Way. The Board approved the following projects for inclusion in the Six-Year Highway Improvement Program:

District 2

District-wide project for purpose of developing plans and obtaining easements for existing roadways in the National Forests.

District 3

Mountain Home to Toll Gate, SH 68; P.E. only for 10.4 miles of grading, drainage, base and surfacing. Project to tie to current project in progress.

U.S. 95A - Beauty Creek Hill Guard Rail Project. The Board approved the inclusion of the following project in the Six-Year Highway Improvement Program:

U.S. 95A - Beauty Creek Hill Guard Rail

Installation of approximately two miles of precast guard rail which would provide protection at near vertical drop-offs from the roadway.

Six-Year Highway Improvement Program Approved. The Board gave final approval to the Department's Six-Year Highway Improvement Program which included Interstate, Primary, Secondary, Urban and State Safety and Improvement Projects.

Safety projects will be shown on a State map with type of work indicated, and maps distributed to the Board prior to the May meeting.

In the Urban System projects in District 4, Mr. Moore asked that Key Nos. 900 and 906, Lewiston Dike Bypass projects, be examined to determine if they can be scheduled in the same year.

Details concerning approved projects by District and Systems will be published in June.

The Board authorized the Department to proceed with construction on those projects listed in fiscal year 1976 when plans and specifications are complete, right of way acquired, and approval of the Federal Highway Administration is obtained providing Federal and State funds are available.

The list of revised six-year highway improvement projects is marked Exhibit C-95 and is made a part hereof with like effect as though included in full herein.

April 17, 1975

CCD199

FRIDAY, APRIL 18, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director - ITD
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

Auto Registration Stickers Discussed. Legal Counsel Tway briefed the Board on the situation that developed as a result of the Supreme Court's ruling in the Barchas case wherein the Court ruled that the present auto registration stickers are not definitive enough to establish a specific month's renewal date. The issue could affect registration receipts to the State Highway Fund.

Forest Highway Program Reviewed. The Forest Highway Program was reviewed. The Board approved the suggested six-year program for review by all three agencies--Federal Highway Administration, Forest Service and Transportation Board.

Key Numbers Requested on Projects. The Board asked that the key number for each project be added to future lists of projects for approval for bid opening. Also that the route number be added to these lists and to the Notice of Lettings received by the Board and others. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

WHEREUPON, the Board adjourned until its next meeting.



CARL C. MOORE, Chairman

Read and Approved
May 5, 1975
Boise, Idaho

DDE304

MINUTES OF THE
REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
and
NORTH IDAHO BOARD TOUR
May 5 - 9, 1975

The Idaho Transportation Board met in regular session at 8 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Monday, May 5, 1975. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

Minutes. The Board approved the minutes of the April Board Meeting.

Board Meeting Dates Set. The Board confirmed the dates of its June meeting for June 5 and 6. The July - August Board meeting was scheduled for July 31 and August 1.

Extension of Employment Approved. The Board approved a one year extension of employment beyond retirement age for Elva Taylor, Administrative Secretary, or until October 31, 1976.

Authorization of Funds to Participate in Legal Action Against Impoundment of Funds Requested. The Director reported on the expenditure of funds to participate in legal action against the impoundment of funds, and requested authorization of approximately \$2,000.00 additional for this purpose.

Distribution of Off-System Road Funds to Counties. L. P. Sheesley, Highway Planning & Programing Supervisor, reported that funds should be allocated so as to achieve equitable distribution among the local rural units concerned. With establishments of the Urban "D" System, use of FAS funds is restricted to rural areas including places with less than 5,000 population. This compounds the need to develop a distribution formula for Federal funds to be used exclusively in rural areas.

Mr. Sheesley stated that needs estimates for counties were developed from the 1974 National Transportation Study. Three formulas were used to distribute \$5,744,686 comprised of FY 1976 apportionments

of \$2,533,139 and \$3,211,547 of FAS funds and Off-System Road funds, respectively. A comparison of percentages of total funds for each formula and percentages of rural local needs was presented to the Board.

Three alternative formulas were discussed for use in distributing Off-System Road funds.

The Board reviewed the alternate proposals and asked the Department to develop some additional distribution alternatives for both Federal-aid Secondary and Off-System allocations. The Board stressed the need to keep the formulas as simple as possible. The Board will be contacted when this has been done.

Preparation of Department's Annual Request for Public Lands Highway Funds. L. P. Sheesley, Highway Planning & Programing Supervisor, reported that sections of U.S. Highway 12, U.S. Highway 20-26, and U. S. Highway 95 are in critical need of immediate improvements to increase their serviceability and to protect the investments to date. Funding of the required improvements with regular primary funds would seriously compete with other principal arterial projects which are not eligible for Public Lands Highway projects.

Projects are requested for 26.4 miles of U.S. Highway 12 between Kooskia and Milepost 114; 9.0 miles of U.S. Highway 20-26 from the AEC Junction westward; and 6.4 miles of U.S. Highway 95 near the Oregon State Line. Public Lands Highway funds have been allocated frequently in the past for projects on the three routes in question.

The Board approved the following recommendation:

Priority and Project Description

			(\$1,000's)	
			<u>F.L.</u>	<u>F.A.P.</u>
1.	US 12 MP 88.3 - MP 114.7 Pave & Drainage	26.4 miles	\$1,163	\$ 158
2.	US 20-26 AEC Jct., West Plantmix & Sealcoat	9.0 miles	311	489
3.	US 95 6.8 Mi. E. Oregon Line, 6.6 Miles Eastward Reconstr. - Gr., Dr., Bs., Surface	6.4 miles	2,600	900
			<hr/> \$4,074	<hr/> \$1,547

Mr. Wood pointed out that project recommendations should be made before June 15. The Chief of Highway Development is to check the status of projects listed to determine if one could be made ready before the end of the fiscal year. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Change Order on East Bliss - West Bliss Project for Crushing Aggregate for Through Bliss Project Approved. Mr. Tisdale asked the Board to consider a change order on the East Bliss - West Bliss project for crushing the aggregate for the Through Bliss project. Potential savings are in the order of \$30,000 by virtue of the fact that the contract is established in the materials source. The paving would be advertised as a separate project. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

A revision in the April Board meeting minutes was requested and approved as follows:

Key No.

879 ---- US 30, Through Bliss, Plantmix Overlay. Shifted from FY 1975 to FY 1976.

The Board approved the change order and PS&E for the paving project.

Public Hearings Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to public hearing on the following projects:

1. Combined Location and Design Hearings
 - S-1778(19), Grace - Alexander
 - T-4010(6), Pole Line Road and Garrett Way Intersection
2. Supplemental Design Hearing
 - S-SG-1786(4), Soda Springs Overpass & Approaches

Project Approval for Future Bid Opening. The following project was recommended for project approval for future bid opening:

Key No. 879	Through Bliss	\$114,000
STS-2023(533)	Pmx. O'lay.	
US-30	(Advertise 5/8/75)	
	(Open Bids 6/3/75)	

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

May 5, 1975

CCD199

ER-5152(15) - The work consists of reconstructing the roadway shoulder, constructing a channel change and dike and placing fish rocks on 0.26 mile of US-95A, Latah County Line - Harrison Jct. (Fishtrap), in Benewah County - Federal Aid Emergency Relief and State financed. The contract will be awarded to MacGregor Triangle Co., Boise, Idaho, the low bidder, in the amount of \$64,066.00.

ER-5115(17), RF-5115(18) & RF-5115(19) - The work consists of constructing the roadway, drainage structures, plant mix pavement, 89' concrete slab bridge and 73' prestressed concrete bridge on 0.521 mile of US-95, Latah County Line - Sheep Creek (Sheep Creek Bridge), Hangman Creek Bridge Approaches, South Tensed and Hangman Creek Bridge, South of Tensed, in Benewah County - Federal Aid Emergency Relief, Rural Primary and State financed. The contract will be awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$484,021.37.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

DP-RF-6471(71), Key No. 947, Formerly F-6471(39) & F-6471(40) Sec. "A", Rigby Section and Rigby - Thornton, Jefferson and Madison Counties - Mountain Bell; Intermountain Gas Company; and Utah Power & Light Company

RS-6742(13), Key No. 869, Formerly S-6742(8), Rigby - East, Jefferson County - Utah Power & Light Company and Mountain Bell

RF-6471(73), Key No. 327, Formerly ST-6471(619), Rigby Streets, Jefferson County - Mountain Bell and Utah Power & Light Company

RS-3784(1), Key No. 182, Cloverdale - Kuna Rd., Ada County - Idaho Power Company; Mountain Bell; Northwest Pipeline Corporation

Approval to Sell, Purchase, or Trade.

I-90	I-IG-90-1(17)60	Shoshone County	Parcel No.
	E.C.L. Osburn -	(Morris Howard Estate)	1-RR-1.3
	W. Wallace I.C.		

Upon the recommendation of the Right of Way Supervisor, the Board concurred and signed a Quitclaim Deed to Shoshone County covering land needed by the County for road rearrangement from the Morris Howard property previously purchased by the Department.

I-80N I-IG-80N-3(3)206 Jimmy L. Carter & Borrow Source
 S.H. 27 - Lois Mae Carter No. 8
 Snake River

The Board signed a Quitclaim Deed in favor of the Carters releasing Borrow Source No. 8.

Settlement in Excess of \$60,000.

US 95 DP-F-4114(23) R. C. Benedict & Parcel No. 1
 Lewiston Hill Amanda F. Benedict
 (Sec. 2)

The Board concurred in a settlement with R. C. Benedict as recommended by the Right of Way Supervisor at \$94,733 -- \$4,868 of which was crop damage.

Condemnation Authority.

US 95 DP-F-4114(29) Everett B. Stranahan Parcel No. 8
 Lewiston Hill I.C. & Luella Stranahan
 (Sec. 1)

US 95 DP-F-4114(28) Leonard D. Beavert & Parcel Nos.
 Lewiston Hill Katherine Beavert 4 and 4-1
 (Sec. 3)

The Board signed Orders of Condemnation on the above parcels as recommended by the Right of Way Supervisor.

Sign Report. The Right of Way Supervisor distributed copies of the sign report to each Board member for his review.

Moscow - Pullman Airport, Airport Development Aid Program Project (ADAP 8-53-0051-02). It was reported to the Board that the airport manager has received notification of a tentative allocation (initial) from FAA of \$36,942. This allocation was a substantial reduction from the federal share reflected in the original "request for aid" package. The sponsor now requests the local share be split three ways with Idaho, Washington and sponsor. The tentative breakdown would be as follows:

<u>Total</u>	<u>Federal</u> <u>(77.30%)</u>	<u>Idaho</u> <u>(7.56%)</u>	<u>Washington</u> <u>(7.56%)</u>	<u>Sponsor</u> <u>(7.56%)</u>
\$47,790	\$36,942	\$3,616	\$3,616	\$3,616

Authorization to allocate based on the one-third split is preferred. Subsequent revisions to the project could change this need.

Upon the recommendation of the Idaho Aeronautics and Public Transportation Advisory Board, the Board allocated \$4,000 for this project.

May 5, 1975

CCD199

NORTH IDAHO BOARD TOUR

The Board began their tour of North Idaho in Boise at 10 a.m., Monday, May 5, 1975. Those on tour were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

District Engineers from the respective Districts accompanied the Board on tour in their Districts. Louis Lybecker, Regional Engineer, Federal Highway Administration, joined the touring party on May 7 in Coeur d'Alene.

Luncheon Meeting at Payette. The Board shared lunch with 24 citizens, including representatives of city and county government, Representative Walter Little and the business community.

A Chamber of Commerce representative questioned the need to keep 30 feet back of each intersection on U.S. 95 free of parking. Mr. Sacht will verify this and advise the city officials. (ACTION: DISTRICT 3 ENGINEER)

Mr. Sacht responded to an inquiry about instituting center-of-the-street parking on U.S. 95, Main Street, by stating that city officials could address a request to the Board. Mr. Tisdale stated the Board policy on parking through which diagonal parking is permitted only on streets that exceed a certain minimum curb-to-curb width.

The Board responded to questions about the Fruitland Bypass project and the south approach to Payette. In connection with the south approach bridge, Mr. Sacht said that the District is cooperating with the city in delineating the structure and extending the 35 mile per hour speed.

Mr. Sacht reported on the status of the Mesa - South project.

Representative Little asked if the Federal-aid construction program is progressing as projected during the legislative session, and said, while he recognized the need for a revenue increase next year, he was doubtful about its chances in an election year.

Dinner Meeting at Grangeville. The Board met in a dinner meeting with 15 representatives of the Chamber of Commerce, City and Highway District.

Mr. Moore expressed the Board's pleasure over the opportunity to meet with Grangeville citizens, and announced that the White Bird project dedication is scheduled for Monday, June 16.

Mr. Moore answered questions about and gave a brief report on the highway improvement program in the area.

Mr. Manning commented that the area around the Grangeville airport should be zoned to prevent non-compatible land use such as a mobile home park that is developing off the end of the runway.

Mr. Tisdale reported on the development of a project to improve U.S. 95 south of Grangeville.

Mr. Wood observed that Idaho is one of the few states wherein the Transportation Board takes time to visit in all areas to listen to opinions about the transportation systems.

TUESDAY, MAY 6, 1975

Cottonwood Meeting. The Board met with Senator Jack Tacke, Mayor J. F. Arnzen and three representatives of the Chamber of Commerce.

The discussion dealt with the Cottonwood - South, Bypass and Cottonwood - Ferdinand projects, the construction schedule, and the schedule for paving. The Cottonwood delegation recognized the advisability of paving the highway before the business loop is resurfaced, but expressed concern that this be done as soon as possible after the concrete pavement has been placed.

Don Haney, the Street Commissioner, mentioned a drainage problem on the highway through town. Mr. Lotspeich will have this checked.
(ACTION: DISTRICT 4 ENGINEER)

Nezperce Meeting. The Board met with 18 citizens, including Representative Harold Reid and Representative Dale Branson and representatives of the Nezperce and Craigmont Chambers of Commerce, and Reubens, Central and Prairie Highway District Commissions.

Mr. Tisdale reported on the progress of construction and project development on State Highway 7 and State Highway 64 in the Nezperce area.

A representative of the Central and Reubens Highway Districts told the Board that a secondary road between U.S. 95 and U.S. 12 was developed years ago to a 22 foot width and is now badly in need of reconstruction. However, the Districts wish to improve the road to a less-than-current-standard width. Mr. Tisdale advised the commissioners to submit an application for waiver of standard through the District 4 office.

The question arose: will the Board improve State Highway 64 before relinquishing State Highway 7 to the Highway District? The Board minutes and hearing records will be checked to confirm or deny this. (ACTION: BOARD SECRETARY)

Representative Reid asked how improvements might be made to an access road to Winchester Lake State Park. Mr. Tisdale suggested that the new off-system program could be applicable. Mr. Lotspeich will follow this up. (ACTION: DISTRICT 4 ENGINEER)

Luncheon Meeting at Konkolville. The Board met with 16 citizens, including Orofino and Pierce city officials, Pierce and Orofino Chambers of Commerce, Clearwater County Commissioners, Senator Claud Judd and Representative Lester Clemm.

The Mayor of Pierce and several citizens expressed their concern about the inadequacy of the Greer Grade and certain portions of the section from Weippe to Pierce; particularly at Timberline High School. Mr. Moore assured the Mayor that this location would be checked for a possible spot improvement. (ACTION: DISTRICT 4 ENGINEER)

Mr. Lotspeich told the group that a betterment project on Greer Grade should be ready for contract in the spring of 1976. In response to expressed dissatisfaction over this schedule, the Board cited project development priorities that cause the schedule to be realistic.

In answer to an inquiry, Mr. Lotspeich said that a new Clearwater River Bridge at Orofino is under study.

Representative Clemm advised the group that the need for additional revenue is ever increasing. Senator Judd amplified this sentiment, and commented on highway-related legislation in the last session.

Dinner Meeting with Greater Lewiston Chamber of Commerce. The Board met in a dinner meeting with approximately 40 representatives of the Greater Lewiston Chamber of Commerce.

Mr. Moore introduced the Board and the Department representatives and responded to questions about the Lewiston Hill projects, U.S. 95 east of Lewiston, the proposed Southway Bridge, U.S. 95 across the Camas Prairie, the Elk City Road (SH 14), and U.S. 12.

In response to a question about the availability of funds for several projects in Lewiston, Mr. Tisdale explained Urban "D" system funding, and expressed optimism about these projects as long as money remains available.

Mr. Moore commented on the status of the proposed Clearwater River Bridge replacement or lift-span modification.

In response to a question from Representative Wagner, Mr. Manning said the Department would probably be in a favorable position to use any additional federal funds made available by virtue of other states' inability to obligate funds; but that such money would impact future apportionment.

Mr. Moore said that the Board will be receptive to suggestions for the use of the existing Lewiston Hill road when the new highway is put into service, but stated that it would not be retained on the State Highway System.

WEDNESDAY, MAY 7, 1975

Moscow Meeting. The Board met with 15 representatives of the City of Moscow and Moscow Chamber of Commerce.

Mr. Moore reported on the status of the White Bird, Cottonwood, Lewiston Hill, Skookumchuck, and Plummer projects.

Mr. Manning commented on the forthcoming project at the Moscow - Pullman Airport for fencing, security items, nav-aids, etc.

Mr. Tisdale mentioned the Moscow signals project recently authorized by the Board, and the \$1.8 million project on State Highway 8 between Bovill and Elk River.

Interest was expressed in improvements to State Highway 9, and questions were asked about the schedule for improving U.S. 95 between Lewiston and Coeur d'Alene.

Mr. Lotspeich reported on state-funded improvements to State Highway 3 north of Kendrick and the early engineering development on a secondary project on State Highway 3 east of Arrow.

Mr. Moore stated that the resurfacing of U.S. 95 from Moscow to Potlatch was set back because the State Improvement Program was not fully funded for fiscal year 1976.

In response to a query, Mr. Moore stated that the Board's decision on the Moscow Couplet proposals was influenced primarily by the results of the public hearing, and that little new information was presented at the April Board meeting. Mr. Stroschein stressed the need for coordination between city comprehensive planning and transportation planning in establishing a bypass corridor.

Meeting with Tourist and Convention Committee of Coeur d'Alene Chamber of Commerce. The Committee contended that signing on Interstate 90 on the approaches to Coeur d'Alene is inadequate to serve the needs of tourism. They would like signing indicating Coeur d'Alene Lake. The Highway Division will check the possibility of erecting information signs "Coeur d'Alene Lake Recreation Area Next _____ Exits." (ACTION: TRAFFIC SUPERVISOR)

May 7, 1975

CCD199

Meeting with Associated General Contractors. During the course of a dinner meeting with the Inland Empire Chapter of the Associated General Contractors of America, Mr. Tisdale and District Engineers Lotspeich and Harding reported on upcoming construction projects in the North Idaho area.

THURSDAY, MAY 8, 1975

Luncheon Meeting at Priest River. The Board met with 16 representatives of the Sandpoint Chamber of Commerce, City of Priest River and Bonner County.

Mr. Moore summarized highway project development on U.S. 95 from the Skookumchuck job northerly. He also commented on the route location activity between Priest River and Sandpoint.

In response to a question, Mr. Wood said that the Hope - Denton Curves Forest Highway project should be completed in 1976. Mr. Tisdale commented on the Pack River Bridge project east of Sandpoint. It will be presented to the Board next year.

One citizen stated that school development mandates the removal of the weigh station north of Priest River on State Highway 57. Mr. Moore said this request would have to be processed through Law Enforcement; the Highway Division would cooperate in locating a new site.

Mr. Harding will check a complaint about excess sanding material left on the hill on U.S. 2 west of town. (ACTION: DISTRICT 5 ENGINEER)

Mr. Tisdale told the Mayor that off-system funds may be available to Priest River for street improvements, and recommended that he contact the District Engineer.

Mr. Manning responded to an airport question by saying that there are no State funds available for maintenance, but that the airport authority could apply for State aid for constructing improvements. He cautioned about observing zoning and clearance requirements.

Meeting with Sandpoint City and Bonner County Officials and Chamber of Commerce Representatives. There was a discussion of the Sandpoint highway project with particular reference to the Burlington Northern Railroad Depot's having been listed in the National Register of Historic Places. There was endorsement of Mr. Manning's suggestion for an on-site meeting of those who may be involved in finding a solution to the problems created by the designation of the Railroad Depot as a historic site. City officials agreed to set up such a meeting.

Meeting with Kootenai County Commissioners. Commissioner Ingalls expressed the opinion (his own) that Interstate 90 east of Coeur d'Alene not be developed further until the Congress reevaluates Interstate Highway legislation.

Mr. Moore said that the Board would oppose any attempt to stop project development. He stated further that the Board will examine the results of the forthcoming public hearing thoroughly in reaching its decision on route location.

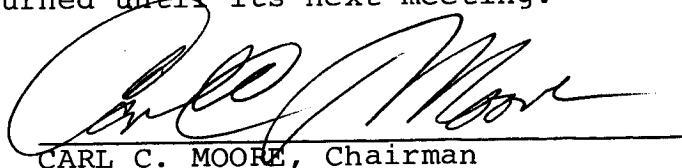
Mr. Manning responded to Commissioner Ingalls' request for a status report on the installation of the VOR at the Coeur d'Alene airport. Installation will be completed soon. He also commented on the status of federal airport aid legislation in response to a question about funding the construction of a taxiway at the County airport.

Permit to Use 98 Foot Long Hauling Unit Trains on Section of State Highway 68 Approved. The Board authorized a permit for the contractor on Project S-RS-3809(15) to use 98 foot long hauling unit trains on a four mile section of State Highway 68 east of the project subject to the stipulations that traffic safety be strictly observed.

FRIDAY, MAY 9, 1975

The tour ended at Wallace where Mr. Moore spoke at the spring meeting of the North Idaho Chamber of Commerce on the subject of highway development in North Idaho. Mr. Moore and Mr. Harding responded to questions about the 4th of July Hill section of Interstate 90, the Worley to Coeur d'Alene section of U.S. 95, and Interstate 90 flood damage cleanup.

WHEREUPON, the Board adjourned until its next meeting.

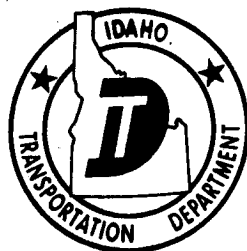


CARL C. MOORE, Chairman

Read and Approved
June 5, 1975
Boise, Idaho

May 9, 1975

CCD199



HISTORICAL RECORDS

Dated June 5, 1975 to November 4, 1976

Comprising the

MINUTES OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

and the

IDAHO TRANSPORTATION BOARD

An INDEX of the Board minutes by alphabetic arrangement and by project number from June 1951 to and including June 1977, is located on the last half of microfilm roll number HR-6.

A record of the legislative action which created each Department is on the next frame.

The microfilm images hereon are a true and accurate reduction of the actual MINUTES mentioned above. They have been filmed in the normal course of business and under authority of the Idaho Transportation Department Administrative Policy No. A-06-25 and statutes and regulations cited thereon.

MICROFILM ROLL NO. 12

SEAMAN S. MILLS
General Services Supervisor

Date Filmed 8 Sept 77

By Luan Knospe

Lens Reduction 25X on a Bell and Howell
Planetary Camera

FRONT

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 5 & 6, 1975

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, June 5, 1975. Present were:

Carl C. Moore, Chairman - Director, District 3
Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

Minutes. The Board approved the minutes of the May Board Meeting and North Idaho Board Tour.

Board Meeting Dates Set. The Board confirmed the dates of its July - August meeting for July 31 and August 1. The September Board Meeting and Tour was established for the week of September 8 through 12.

Director's Report. Mr. Manning distributed copies of the Manpower Totals Report. He also gave the Board a list of construction projects by District from 1957 forward.

He reported on the Department's contacts with the Congressional Delegation objecting to the provisions of HR 3130 that would require the FHWA to become involved in the preparation of Environmental Impact Statements for projects involving public lands and those of interstate significance.

Mr. Manning reported that he is preparing a recodification of the Idaho Transportation Law.

The fiscal year 1977 budget is being prepared. It will be reviewed with the Board at the next meeting. (ACTION: DIRECTOR)

He discussed the Governor's Executive Order that places the Traffic Safety Administrator under the Director's supervision. The Board expressed the wish to receive regular activity reports from the Traffic Safety Division; this will be accomplished by adding to the regular Board Agenda. (ACTION: BOARD SECRETARY) The Director will propose legislation that would formalize the administrative change.

Mr. Manning said he may be asked to discuss the Department's revenue and budget status with the Joint Legislative Appropriations Committee next month.

June 5, 1975

HHG594

He reported on a press contact asking about the insurance companies' "Yellow Book Tour" of the highway systems in search of safety hazards.

Salary Increases for ITD Exempt Classes Approved. The Board hereby sets and approves the following salaries as proposed by the Blue Ribbon Citizen Salary Committee and recommended by the Honorable Cecil D. Andrus, Governor, to become effective on July 1, 1975.

Director, Idaho Transportation Department	\$30,360 per annum
Administrator, Division of Highways	\$28,428 per annum
Administrator, Division of Aeronautics and Public Transportation	\$20,360 per annum
Administrator, Traffic Safety Commission	\$15,360 per annum

The Director will exercise administrative discretion in establishing Bureau Chief salaries at a level less than a ten percent reallocation.

Draft of Employee Moving Policy Approved. Mr. Manning reviewed the proposed Employee Moving Policy, pointing out the recommended changes since the original draft was given to the Board for their review.

The Board approved the draft for submittal to the Board of Examiners. (ACTION: CHIEF OF ADMINISTRATION)

Board Requests Status Report on Contracts with Hensel Phelps Company. Mr. Moore asked that the Board be kept advised of the legal and contract administration involvements with the Hensel Phelps Company on the White Bird Bridge, Project No. F-4113(58). (ACTION: LEGAL AND CHIEF OF HIGHWAY OPERATIONS)

Mr. Stroschein and Mr. Moore also asked that the Board be kept current on the progress of the same contractor's American Falls Bridge, Project No. ST-1721(518) "B". Mr. Tisdale explained the reasons for extensions of contract time with the result that liquidated damages were imposed effective June 1, 1975.

State Highway Administrator's Report. Mr. Tisdale reported on items requiring action from earlier Board meetings.

Resolution of "Action" Items from Previous Board Meetings

1. Improvement of SH 64 before relinquishment of SH 7 - Board Minute dated May 12, 1970, indicates no such commitment.
2. Mobile and Modular Home Regulations Hearing. Set for June 25.

3. Single trip mobile home permits regarding facilitation of tax collection. Legal opinion reaffirms the Board's permit requirements; states that such permit requires license and registration; and that license and registration requires proof of tax payment.
4. Neil Morgan's request for 319b funds to help pay for Shelley Rest/Recreation Area. Chief of Highway Development initiated action with FHWA to program a project with 319b funds, but chance of approval is limited because of proximity to Interstate rest area.
5. Access to Ada County/Boise City Law Enforcement Complex. Under study.
6. Slow moving vehicle turnouts on US 20-191 north of Idaho Falls. District has no prospects for development at this time.

The Board reaffirmed its earlier action in approving the Department's proposal for the distribution of Off-System Federal Highway Funds, and the recommended change in distributing Federal-aid Secondary Funds to local units of government.

Issuance of Annual Permits for Operation of Vehicles or Loads on the Interstate Highway System with Allowable Width in Excess of 8 Feet Required on Interstate Highways by Federal Law, but not to Exceed the 8-1/2 Feet Allowable July 1, 1975, as Legal Width on Non-Interstate Routes Approved. It was reported to the Board that Idaho Code 49-913, Size of Vehicle and Loads, was amended in 1975 to allow 8-1/2 feet width, with a saving clause to maintain 8 feet as legal width on the Interstate System to protect Federal funding. The Federal Highway Act of 1956 establishing 8 feet as the legal width limit on Interstate routes.

Idaho can expect intrastate operation of 8'6" vehicles by the logging and lumber industries, by hay haulers, plywood and sheet rock haulers, etc. A survey was made to attempt to determine if the increase of width, either legally or by permit, would generate any volume of interstate transportation of 8'6" loads between this State and other states contiguous to Idaho. Such traffic would be possible between Idaho and Washington, Montana, Wyoming, or Utah.

Idaho has a grandfather right to issue overwidth permits for routine overwidth vehicles, including multiple width loads. Therefore, it was recommended and the Board concurred that annual permits based on the registration year be issued either separately or in conjunction with the annual excess weight permits. The annual excess weight permits were initiated in 1974 to provide the same weight on the Interstate as was allowed off the Interstate and a similar program with regard to width will be undertaken.

June 5, 1975

HHG594

Access Exchange Deeds Approved. The Board approved and signed the following:

1. Exchange Deed - City of Declo, Project S-2864(2), Parcel 26-A, Declo North, Milepost 27.35. Exchange a 20 foot residential approach at Station 119+81 left for a 20 foot unrestricted approach at Station 117+31 left. Install sewer lines along and across SH 77 and SH 81 within Declo and north of Declo along SH 77 for 2½ miles.
2. Exchange Deed - Arden W. Stieniker, Project F-3112(13), Parcel 6-A, US 95-30N, South of Payette, Milepost 67.58. Exchange 20 foot approach at Station 39+20 left for a 40 foot approach at Station 36+29 left.
3. Exchange Deed - A. E. DuMars, Project F-2351(3), Parcel 24-A, Gooding East, Milepost 153.17. Exchange 20 foot farm approach at Station 287+86 right for a 30 foot unrestricted approach at Station 287+86 right, basically widening the existing approach.

Interstate Selective Exclusion Signing. James Pline, Traffic Supervisor, reported that existing Board Policy No. 126, dated 9/23/63, prohibits bicycles on the Interstate System as well as other slow speed activities. He stated that there has been only limited enforcement of the prohibition with no bicycle accidents noted on the system.

The following recommendations were made:

1. That as a general rule, the Interstate Selective Exclusion Signing be omitted from the Interstate.
2. That specific exclusion signing be installed at those locations for the specific type of activity where an operational or safety problem develops.
3. That the Districts be canvassed for locations where selective exclusion signing is considered necessary.
4. That the Transportation Board Minute Entry for Interstate Selective Exclusion Signing and Board Policy 126 be revised accordingly.
5. That unnecessary existing signs be removed.

The Board expressed particular concern about bicyclists and slow moving traffic. The latter situation might be handled with a minimum speed limit and/or pilot car. Mr. Pline was asked to work up a proposed revision of the Board Policy. He will work with the

Federal Highway Administration to insure compliance with all Federal regulations. The Director asked that immediate attention be given to the problem of bicycles on the Interstate System in view of planned bicentennial activities.

Resolution on Navigational Opening of Interstate Bridge Between Lewiston and Clarkston Approved. The following resolution was approved by the Board:

Whereas, the two cities of Lewiston, Idaho, and Clarkston, Washington, are the commercial and trading centers of the area, and by the 1970 census had a combined population, including their urban environs, in excess of thirty-seven thousand people; and

Whereas, the cities of Lewiston and Clarkston are presently connected by a single bridge across the Snake River which carries U.S. Highway 12, a Federal-aid Primary Route extending from Aberdeen, Washington, to Detroit, Michigan; and

Whereas, on an average day in calendar year 1974 there were twenty-four thousand two-way vehicular trips across the existing bridge with high hourly volumes after 6:00 a.m.; and

Whereas, with the lift span of the present structure in the open raised position, passage between the two cities is blocked and traffic congestion along U.S. Highway 12 often extends into the metropolitan centers of both cities creating additional traffic problems; and

Whereas, police forces, fire, ambulance, hospital and blood bank services are shared between Lewiston, Idaho, and Clarkston, Washington, and would be seriously interrupted by bridge openings; and

Whereas, the comprehensive plan for each city includes a proposal for a second bridge across the Snake River at sufficient elevation so as not to interfere with normal navigation in the planned pool behind the Lower Granite Dam; and

Whereas, Congress is considering a second bridge crossing between the two cities as evidenced by Senate Bill 439, introduced by Senator Magnuson of Washington State on January 28, 1975, and currently under consideration by the Public Works Committee;

Now, Therefore, Be It Resolved, that until such time that a final determination is made for a second bridge crossing and it is made available for use, the Idaho Transportation Board respectfully petitions the U.S. Department of Transportation to delete subparagraph (a) of paragraph 117.762 of Public Notice No. 75-N-13 and insert the following:

June 5, 1975

HHG594

8

117.762 Snake River at Lewiston, Idaho and Clarkston,
Washington (a) Idaho/Washington Interstate Highway Bridge
Mile 139.6.

The draw span shall have no regularly scheduled openings, but if absolutely necessary at least two hours notice will be given to the Washington State Department of Highways to allow only one opening per day on a time schedule between 5:45 a.m. and 6:15 a.m.

Possible Loss of Revenues Discussed. Mr. Manning asked the Board to consider some ways in which the Department could and should cut costs in the event that additional revenues are not forthcoming to fund at least a status quo operation. Possible considerations are the curtailment of the State Highway System; reduced maintenance; reduction in personnel.

Idaho Motor Transport Association Meets with Board. The following delegation from the Idaho Motor Transport Association met with the Board:

Claude E. Abel, Managing Director, Idaho Motor Transport Association, Boise
Gary Moss, Ida-Cal Freight Lines, Twin Falls
Jim Pingree, Star Motor Freight, Lewiston
Bob Grim, American Fine Foods, Payette
Bill Holder, Pacific Intermountain Express, Boise
L. Allsberry, Idaho Motor Transport Association, Pocatello

Jim Pingree, Chairman of the Idaho Motor Transport Association Highway Committee, described several areas of concern in highway safety:

1. I-80N south of Burley as concerns closures owing to dust and snow conditions, and adequate notice of closure. Mr. Barron suggested the possibility of using old Highway 30 when the Interstate is closed. The District will be asked to check this possibility. (ACTION: DISTRICT 2 ENGINEER)
2. Improvement of I-15W, Raft River to American Falls. Mr. Manning cited the planning program schedule for this section. Mr. Tisdale reported the status of Interstate projects scheduled in fiscal year 1977.
3. Chainup area advance signing should be improved. Mr. Tisdale said all Districts have been asked to review such signing. Construction of chainup turnouts with State forces should be considered at appropriate locations as needed. (ACTION: ALL DISTRICT ENGINEERS)
4. Load limit signing - signing at junctions should be improved. (ACTION: ALL DISTRICT ENGINEERS)

5. The Perrine Bridge - Mr. Pingree cited economic loss to the trucking industry owing to out-of-direction travel. He asked the Board to consider one-way operation to allow an increase in loads. The Board agreed to consider this and the possibility of establishing a communication system by means of which queued trucks could be dispatched across the bridge in a one-way pattern. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Revenue Projections for Fiscal Years 1976, 1977 and 1978. L. P. Sheesley, Highway Planning & Programing Supervisor, reported that preliminary to development of the budget for fiscal year 1977, consensus is needed on an approach to revenue projection.

Against a background of uncertainty related to energy, economic and transportation legislation, he presented revenue projections that graphically displayed diminishing revenues from several highway user sources.

There was a discussion of the presentation to be made to the Legislative Interim Highway Committee with particular reference to the list of highway rehabilitation projects and the probable need for additional funding.

Removal from the State Highway System (SH 200). The Board approved the removal of a portion of State Highway No. 200, 5.750 miles in length, beginning 0.1 mile east of the junction with Main Street in East Hope and extending southeasterly to a point 3.4 miles west of the Corporate Limits of Clark Fork, as shown in official Exhibit B-136, which is made a part hereof with like effect as though included in full herein.

Federal Aid Primary System Approved. L. P. Sheesley, Highway Planning & Programing Supervisor, reported that the Transportation Board has not formally approved the Federal Aid Primary System. Because of its connection with the Federal beautification program and removal of signs, Legal Counsel suggests Board approval of this System and any subsequent changes in it would be desirable.

A map exhibit and tabular arrangement of route descriptions describing the System as of June 5, 1975, is shown in official Exhibit B-137, which is made a part hereof with like effect as though included in full herein.

The Board approved the Federal Aid Primary System as presented with the provision that U.S. and S.H. route numbers be added.

Airport Planning Program Approved. It was reported to the Board that the Division of Aeronautics and Public Transportation presently participates in the planning and development of all publicly owned airports through providing technical and financial assistance. Most of the major planning and development projects involve federal, state

and local funding. Therefore, the Division must await the programming by the Federal Aviation Administration before even preliminary actions can take place. This causes at least one year delay in preparing to accomplish a construction project.

The Federal "state apportionment" formula for funding projects causes a low population state such as Idaho, to receive very limited funding. Each year since 1971 Idaho has accomplished airport development beyond that provided through the State apportionment by using Federal Discretionary Funds.

The most promising program will be to accomplish planning on a state identified needs basis rather than a federal programming bases. The passage of House Bill 229 provides that the Division of Aeronautics and Public Transportation now has control of airport planning and development projects, for general aviation airports. A planning program which will provide for "off the shelf" plans, similar to the procedure now used by the Division of Highways, will allow the Division of Aeronautics and Public Transportation to fully utilize all available federal funds. This program will include: airport and systems master plans, airport layout planning, zoning and comprehensive land use planning, financial planning, property acquisition planning, environmental impact studies, public hearings, and construction plans and specifications.

The Board granted approval to the Division of Aeronautics and Public Transportation to establish a program of technical and financial assistance, to publicly owned airports, to provide complete planning for development projects as identified and approved by the Transportation Board.

Site Replacement Aeronautics and Public Transportation Building. Mr. Rauscher explained that the Boise Airport Commission has unanimously approved leasing a site on the Boise Airport to the Idaho Transportation Department for a period of fifty years at one dollar per year for the purpose of developing facilities for the Division of Aeronautics and Public Transportation. The lease agreement is being drawn by the Boise City Attorney, for review by the Department's legal counsel and acceptance by the Department. The Division wishes to have the site available for development on July 1, 1975.

The Board approved accepting the building site for a period of fifty years at one dollar per year. They further authorized the Director to review and accept the completed lease agreement.

Departmental Helicopter, Federal Excess Equipment. It was reported to the Board that federal excess equipment available to state government includes Bell Turbocharged Helicopters. A survey was conducted among the bureaus of the Division of Highways to determine potential use. The survey indicated a Department total of 978 annual hours.

Preliminary estimates indicate an hourly cost of fifty dollars. Considering that the manhours savings provided by a helicopter would be adequate justification, at the preliminary cost figure, it appears practical to proceed with the program.

If the Department utilization should be overly optimistic, other state departments who are presently renting helicopters at up to \$200 per hour are willing to reimburse the Department for hourly usage.

The Board approved the loan of a government excess OH-13S or OH-13T helicopter or the acquisition of a government helicopter of said description from government surplus. The helicopter is to be operated and maintained by the Division of Aeronautics and Public Transportation and provided to users within the Idaho Transportation Department and other state departments on a time available basis at cost.

Interim Regional Airport Board of Trustees. Section 21-803, Idaho Code, provides that the Idaho Transportation Board shall appoint for each of the five air regions an interim board of trustees to consist of one appointee from each legislative district in the region. Members of such boards shall serve without pay until such time as the regional airport authority is established and tax levying authority granted, after which such boards shall be reimbursed for actual and necessary expenses incurred in the performance of official duties. At the first meeting of each such board, a chairman shall be selected from the membership of the respective board. Such interim boards shall serve in such capacity until their successors are elected and qualified as provided in Section 21-806, Idaho Code, and such boards shall exercise all powers and duties granted to the permanent board of trustees under Section 21-807, Idaho Code.

The Idaho Transportation Board approved the following list of appointees for the Interim Regional Airport Boards of Trustees:

<u>Air Region</u>	<u>Name</u>	<u>Legislative District</u>
I.	Dr. Frank Coram	1 - Bonners Ferry
	Bill Kinzer	2 - Coeur d'Alene
	Jack Buell	3 - St. Maries
	Duane Williams	4 - Kellogg
	Archie Yager	Member at Large
II.	Paul Mann	5 - Moscow
	Lou Phillips	6 - Lewiston
	Charles F. Frensdorf	7 - Orofino
	John Gortsema	8 - Grangeville
	Raymond Spear	Member at Large

June 5, 1975

HHG594

<u>Air Region</u>	<u>Name</u>	<u>Legislative District</u>
III.	Warren Brown	9 - McCall
	Walt Little	10 - New Plymouth
	Robert Franklin, Jr.	11 - Caldwell
	Arthur A. Norton	12 - Caldwell
	Bill Keyes	13 - Caldwell
	Jerry Berggren	14 - Boise
	Don Duvall	15 - Boise
	Jack Hoke	16 - Boise
	Richard Weber	17 - Boise
	Robert Weybright	18 - Boise
	Tim Nettleton	19 - Murphy
	Wayne Sorenson	22 - Mountain Home
IV.	Represented by Southern Idaho Regional Airport Authority (in existence) (Camas County only one within air region not represented)	
V.	Lynn Stevenson	20 - Challis
	Glen Jex	27 - Blackfoot
	Margrette Stanford	28 - St. Anthony
	C. G. Smith	29 - Arco
	Norris G. Gesus	30 - Idaho Falls
	Gary Ball	31 - Rexburg
	Dr. Tigert	32 - Soda Springs
	Harry Layman	33 - Inkom
	Herman McDevitt	34 - Pocatello
	Harold Annen	35 - American Falls

Public Transportation Work Program. Mr. Rauscher explained that the public transportation program was established last fiscal year as the result of the reorganization in the establishment of the Division of Aeronautics & Public Transportation. In 1974 the Urban Mass Transportation Administration made available to the State of Idaho \$20,000 to help fund the public transportation program. The federal funds were matched with \$5,000 of State moneys. Since work on the 1975 transportation work program realistically began in early December, the Department has asked for an extension of the 1975 program until December 31, 1975. Concurrently, the UMTA has made an offer of \$23,600 to help fund the 1976 program. This will have to be matched by \$5,900 from the Division budget. There are several significant items included in the fiscal year 1976 work program:

1. The development of implementation and evaluation strategies for special services to groups like the elderly and handicapped. The strategies will be made available to local government as will most of the results of the work program this year.
2. Guidelines for transit feasibility studies for small urban areas.

3. Set up questions and criteria for small urban areas upon which the decision to provide public transportation can be based.
4. Development of state transit alternatives for presentation to the Legislature. This will include funding sources, planning requirements, licensing, taxing, franchise requirements and standards for state subsidy to public transportation.
5. A big part of the program again this year will be to provide local technical assistance to cities and counties within the State of Idaho.
6. Of major importance is to develop a working task force system for the development of public transportation alternatives for special groups. This will include identifying State public transportation provided by planners within the State of Idaho and recommend coordinated organization structure.

The Board authorized the Division of Aeronautics & Public Transportation to accept a \$23,600 grant from the Urban Mass Transportation Administration for fiscal year 1976. The Board also authorized the Division Administrator to act as agent between the Idaho Transportation Department and UMTA for this particular grant.

Federal-aid Highway Funds and Apportionment Balances Reviewed. The State Highway Administrator and Chief of Highway Development reviewed the status of Federal-aid highway funds and the apportionment balances. They recommended several rural secondary projects for use of available funds and discussed possible transfers of funds among program categories now authorized by national legislation.

The Board authorized application to transfer funds from Urban D to Priority Primary in an amount sufficient to finance construction of Project FF-4114(23), Lewiston Hill.

Study to Determine Method and Cost of Repair or Replacement of Sandpoint Bridge Approved. B. E. Sessions, Chief of Highway Development, briefed the Board on the condition of the Sandpoint Bridge. The bridge was constructed in 1956 with an HS-15 Loading. It is 28 feet in width, curb to curb, and 5,897 feet in length. It has 25 tower spans, 17 feet in length, 155 intermediate spans, 35 feet in length, and one - 82 foot navigational span. The District estimates the cost to repair the bridge may be as much as \$1,000,000.

The Board authorized the Development Bureau to determine the method and cost of repair or replacement. The study is to include a structure to accommodate future traffic and a method of financing with Federal-aid. Upon completion of the study, a presentation will be made to the Board on the method of financing.

June 5, 1975

CCI311

1974 Uncommitted Federal-aid Secondary Funds. It was reported to the Board that 18 counties have uncommitted funds in the amount of \$725,400 available for reassignment. Projects that will be ready for advertising by July 1, 1975, and requiring additional funds are:

	<u>Project</u>	<u>FAS Req'd.</u>	<u>FAS Avail.</u>	<u>Addl. Req'd.</u>
Ada				
Cloverdale Rd.	RS-3784 (1)	\$230,500 (Bid)	\$163,800	\$ 66,700
Jefferson				
Menan-Lorenzo	RS-6746 (2)	<u>600,600</u>	<u>109,700</u>	<u>490,900</u>
Total		\$831,100	\$273,500	\$557,600

Deficit County FAS Accounts on Construction Projects

Bear Lake	\$ 26,800
Boise	108,700
Clark	81,900
Fremont	<u>38,800</u>

Deficit, Previous Projects . . . \$256,200

Total Additional Funds Required. 813,800

F.A.S. Funds Transfer 725,400

Deficit . \$ 88,400

It was recommended and the Board concurred that the amount of \$725,400 be transferred to local accounts to cover these projects and those deficit accounts as itemized above. Further, the remaining deficit of \$88,400 will be carried over to the next accounting.

Opportunity for Combined Location and Design Public Hearing Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in advertising for an opportunity for a location and design public hearing on the following project:

FL-11-1(4), 6.8 Miles North of Oregon State Line - North 6.6 Miles, U.S. 95. This project provides for a 34-foot pavement width on 400 feet of right of way through BLM land basically. Partial Control Type "A" is recommended.

Location and Design Approval - Wendell (SH 46) Spur, Project S-2775(3). An opportunity for a location and design public hearing was given. No requests were received, so no hearing was held.

The Board approved the location and design of the project as currently developed.

Location and Design Approval for Project S-1721(15), Sterling Road to Springfield, Deferred. A design public hearing was held May 14, 1975, on the approved "North Plan" location.

All questions raised at the hearing were answered at the hearing except for a question by Mr. Edward Heaney concerning the planned fill in front of his home and the complications with his access because of the fill and the existing canal.

Further study after the hearing has resulted in the recommendation that the new highway be moved approximately 38 feet to the west and that Mr. Heaney's home be taken. This has been worked out with Mr. Heaney and seems to be satisfactory with him.

Mr. Stroschein suggested further study be given to the proposed line shift with the possibility that the shift might be easterly and the existing canal bridge be retained. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT AND DISTRICT 1 ENGINEER)

Location and Design Approval for Projects U-3271(20) and (25), State Street in Boise, 36th Street to 23rd Street. A location and design public hearing was held April 9, 1975, on this project. Seventy-five interested citizens attended. Two married couples and two individuals favored Alternate 1. The Streets and Highway Committee of the Greater Boise Chamber of Commerce and the Boise City Council gave testimony favoring Alternate 2. The Pastor of the St. Mary's Catholic Church submitted written testimony objecting to the loss of parking and requesting assurance that noise levels will not exceed standard. William Sacht, District Three Engineer, met with the Pastor and assured him that the Division of Highways will give the church full cooperation in working out solutions to these problems. Several individuals including the City Forester objected to the removal of the trees. One individual stated the sidewalk was too wide. One individual submitted testimony in favor of the bicycle path.

Alternate 2 provides for a basic 66 foot four-lane urban section between 36th and 28th Streets on 91 to 103 feet of right of way and a 90 foot six-lane urban section on 115 to 140 feet of right of way between 28th and 23rd Streets. Two-way left turn lanes would be provided. Several trees would be removed but would be replaced on private property if the owner is willing.

The Board approved the location and design of these projects with Alternate 2 as presented at the hearing.

Location Public Hearings Approved. Upon the recommendation of the State Highway Administrator, the Board concurred in going to public hearing on the following projects:

June 5, 1975

HHG594

1. Four projects - Raft River - Rockland Junction (I-15W). Tentatively scheduled for late August. Using retouched air photos, Ted Gwin, Environmental & Corridor Planning Supervisor, summarized the alternative proposals to be presented at the I-15W location hearing.
2. U-4114(20), U.S. 12 in Lewiston. Tentatively scheduled for late August or early September.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
FL-11-1(3)	Elephant Butte - South M.P. 13.40 to M.P. 20.75	Partial Control, Type "A"
FL-11-1(4)	6.8 Mi. North of Oregon Line - North M.P. 6.80 to M.P. 13.40	Partial Control, Type "A"

The Board's action on Project FL-11-1(3) rescinded previous Board action on the same project on December 12, 1972. No change was made in the type of access control, but the limits were extended southward 2.15 miles.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

RF-6423(3) and FL-42(2) - The work consists of reconstructing the shoulders, placing 0.4' plant mix surface and seal coat on 4.900 miles of US-20 from 17.8 miles west of Idaho Falls-West and on 5.405 miles of US-20 from 9.3 miles east of the junction of US 26 - East, in Bonneville and Bingham Counties - Federal Aid Rural, Federal Lands, and State financed. The contract will be awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, in the amount of \$565,767.28.

I-180-1(5)3 - The work consists of drilling and casing an 8" well, furnish and install pressure system at the Orchard location, install pressure system at Curtis location, in Ada County - Federal Aid Interstate and State financed. The contract was awarded to Pete Cope Drilling Co., Inc., Meridian, Idaho, the low bidder, on June 11, 1975, in the amount of \$18,290.00.

Stockpile No. 3565 - The work consists of furnishing cover coat material and aggregate for road mix pavement in Stockpile at Source Cn-45s, in Canyon County - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on June 3, 1975, in the amount of \$50,500.00.

ST-5762(501) - The work consists of furnishing and installing a 10'0" x 5'3" Arch Pipe Culvert in Willow Creek, East of Mullan, in Shoshone County on old U.S. 10 - State financed. The contract was awarded to Robert Severance, Hazelton, Idaho, the low bidder, on May 29, 1975, in the amount of \$26,857.50.

Stockpiles 2594 and 2596 - The work consists of furnishing cover coat material and aggregate for road mix pavement in stockpile at Twin Falls Yard and Cedar Crossing, M.P. 218.67 & M.P. 210.6 on US-30, in Twin Falls County - State financed. The contract was awarded to Bannock Paving Co., Inc., Pocatello, Idaho, the low bidder, on May 28, 1975, in the amount of \$69,045.00.

RS-3784(1) - The work consists of reconstructing 3.001 miles of existing roadway with drainage structures and 0.2' plant mix pavement, on Cloverdale Road from Kuna Road to Columbia Road, in Ada County - Federal Aid Secondary and County financed. The contract was awarded to Asphalt Paving & Construction Co., Inc., Boise, Idaho, the low bidder, on June 3, 1975, in the amount of \$268,685.10.

HHS-1382(1) - The work consists of modifying the roadway, drainage, curb and gutters, illumination, signing, and landscaping at the West Blackfoot Interchange, for sight distance improvement, in Bingham County - Federal Aid Hazard Safety and State financed. The contract was awarded to Bengal Construction, Inc., Pocatello, Idaho, the low bidder, on June 5, 1975, in the amount of \$188,309.72.

ST-4704(514) & Stockpile No. 4588 - The work consists of constructing a plant mix overlay on 8.03 miles of SH-14, M.P. 8.70 to 16.73, and furnishing aggregate in stockpile, adjacent to M.P. 43 on SH-14, Forest Boundary, East and Crooked River, in Idaho County - State financed. All bids were rejected and the projects will be readvertised.

RS-5819(8) and ST-5810(511) - The work consists of constructing the roadway, drainage, plant mix pavement, widening, plant mix overlay and furnishing cover coat material in stockpile on approximately 9.119 miles of SH-3, Clarkia Intersection and Latah County Line to Metropolitan Bridge, in Shoshone County - Federal Aid Rural Secondary and State financed. The contract will be awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, in the amount of \$698,872.00.

ST-6471(616) - The work consists of constructing a plant mix surfacing (overlay) and seal coating approximately 3.10 miles of US-20 & 191, Rigby-Lorenzo, in Jefferson County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on June 5, 1975, in the amount of \$99,867.00.

HHG594

June 5, 1975

Stockpile No. 2597 - The work consists of furnishing and stockpiling cover coat material and aggregate for road mix in stockpiles adjacent to SH-77, in the vicinity of Albion and Malta, in Cassia County - State financed. The contract was awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, on June 5, 1975, in the amount of \$27,846.00.

RF-4113(50) - The work consists of constructing the roadway, drainage structures and a plant mix base course on 3.267 miles of U.S. Highway 95, Ferdinand - South, in Idaho County - Federal Aid Primary and State financed. The contract was awarded to Materne Brothers Co., Spokane, Washington, the low bidder, on June 11, 1975, in the amount of \$842,627.60.

M-7593(001) - The work consists of reconstructing the roadway, drainage structures, curb and gutter, sidewalk and plant mix pavement on 0.893 mile of roadway, Broadway Avenue (Garfield Street to Richmond Street), in Ada County - Federal Aid Urban and State financed. The contract will be awarded to Quinn-Robbins Co., Inc., Boise, Idaho, the low bidder, in the amount of \$548,092.82.

DP-RF-6471(71), RF-6471(73) & RS-6742(13) - The work consists of constructing the roadway, drainage structure, 229' and 302' concrete grade separation, plant mix pavement, bituminous surface treatment and seal coat on 2.380 miles of US 20-191, South Rigby - Thornton and frontage roads; 0.295 mile of US 20-191, Rigby Streets and 0.175 mile of SH-48, State Street Freeway, in Jefferson and Madison Counties - Federal Aid Primary, Secondary, and State financed. The contract will be awarded to Robert V. Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$2,041,325.60 (Alternate #2).

I-IG-80N-2(50)120 - The work consists of reconditioning the existing subgrade placing a plant mix base and pavement on ramps, frontage and cross roads; and a cement treated base, portland concrete pavement, signing and illumination on 7.984 miles of Interstate Highway 80N, W. Glenns Ferry I.C. to King Hill I.C., in Elmore County - Federal Aid Interstate and State financed. The contract will be awarded to Western Construction, Inc., Boise, Idaho, the low bidder, in the amount of \$3,399,738.45.

S-RS-2709(4) and RS-2709(5) - The work consists of constructing the roadway, drainage structures, a road mix surface, seal coat and seeding on 1.058 miles and 1.249 miles of the Clear Lakes Road, in Twin Falls County - Federal Aid Secondary and County financed. The contract will be awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, in the amount of \$490,105.75.

Stockpiles 1591 and 1592 - The work consists of furnishing aggregate for road mix and cover coat material in stockpiles in the vicinity of Henry and Wayan, adjacent to SH-34, in Caribou County - State financed. The contract was awarded to Lone Pine Equipment Co., Inc., Kimberly, Idaho, the low bidder, on June 11, 1975, in the amount of \$54,600.00.

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 415 - RF-4201(29) US-12	Lowell E. & W. Dr., PMX	\$ 178,000
Key No. 1079 - FLH-16(11) US-12	Lowell E. & W. Dr., PMX (Earliest Advertise Date 6/30/75) (Open Bids 7/29/75)	1,252,000
Key No. 316 - RF-2392(53) US-93	Stanley Structures Bridges (Earliest Advertise Date 6/30/75) (Open Bids 7/29/75)	370,000
Key No. 1090 - HHS-7323(004) US-30	Fairview & Curtis Signal (Earliest Advertise Date 6/30/75) (Open Bids 7/29/75)	60,000
Key No. 298 - HHS-5116(35) US-95	Lincoln & Apple Way, Coeur d'Alene Signal (Earliest Advertise Date 6/30/75) (Open Bids 7/29/75)	114,000
Key No. 256 - ST-4589(521) SH-11	Greer Grade Grade & Widen (Earliest Advertise Date 6/26/75) (Open Bids 7/15/75)	300,000

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

I-IG-80N-2(38)120, Key No. 37, Glenns Ferry I.C., Elmore County - Idaho Power Company and Mountain Bell

S-RS-2790(11), Key No. 126, Formerly S-2790(11), SH 24, Dietrich - East, Lincoln County - Idaho Power Company

RF-4113(50), Key No. 95, Ferdinand - South, US 95, Idaho County - Pacific Northwest Bell, Idaho County Light & Power Coop. Assn., Inc. and Washington Water Power Company

S-RS-2709(4), Formerly S-2709(4), RS-2709(5), Formerly S-2709(5), Key Nos. 163, 164 & 165, Clear Lakes Grade - Mountain Bell, Idaho Power Company and Intermountain Gas Company

June 5, 1975

HHG594

ER-5115(17), US 95, Sheep Cr. Bridge; RF-5115(18) Approaches;
RF-5115(19) Bridges; Hangman Cr. Br. & Apprs., Benewah
County - General Telephone Company of the N.W., Inc. and
Clearwater Power Company

M-7593(001), Broadway Avenue, Richmond St. - Boise Avenue,
Ada County - Intermountain Gas Company, Boise Water
Corporation, Mountain Bell and Idaho Power Company

Approval to Sell, Purchase, or Trade.

US 20	F-6471(40)	J. W. Jones &	Parcel Nos.
& 191	Rigby -	Norma Jones	9-R, 10-R,
	Thornton		12-R-2 &
			Jf-81S

Upon the recommendation of the Right of Way Super-
visor, the Board concurred and signed the Warranty
Deed conveying the listed parcels to J. W. Jones
and Norma Jones.

SH 41	Kt-192s	Kootenai County	Parcel No.
			E-2

The Board signed the Easement for an access road
across Kt-192s in favor of Post Falls Highway
District.

Headquarters Proposal to Extend the Current Lease Area of Dis-
trict 9 (Headquarters Site) Now Held by the Idaho Historical Society.
The Board decided not to grant the Society's request because of the
Department's plans for use of the property.

District 3 - Proposal to Lease an Area of the Coffey Street
Property (District 3 Headquarters) to the Department of Administra-
tion, Bureau of Communications, for a Storage Building Site. The
authority was given by the Board to the Transportation Director to
negotiate with the Department of Administration for a suitable build-
ing area and other lease arrangements.

Settlement in Excess of \$60,000.

I-80N	I-80N-3(23)142	North Side Canal Company	Parcel No.
	E. Bliss I.C.		32
	(Excl.) - 2 Miles		
	E. of Tuttle		
	The Board concurred in the reviewed fair market value of \$127,900 for the North Side Canal Co. and authorized acquisition to proceed.		

US 20	RF-6471(39)	Rigby Building Center	Parcel No.
& 191	South Rigby -	(Lloy A. Prater)	4
	Thornton		

The Board concurred in the settlement with Lloy A. Prater as recommended by the Right of Way Supervisor at \$78,000.

Sign Report. The Right of Way Supervisor distributed copies of the sign report to each Board member for his review.

Also, the Board concurred in changing the report period, to the nearest Board session that corresponds with the new reporting procedures, on a quarterly basis, required by the FHWA.

HHG594

FRIDAY, JUNE 6, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Engineer, Federal Highway Administration

Joint Meeting with Legislative Interim Highway Needs Committee.
 Seventeen members of the Legislative Interim Highway Needs Committee met with the Board.

Mr. Sheesley presented budget and revenue projection information, and Mr. Tisdale gave a status report on the development of the Federal-aid construction program.

Mr. Manning commented on the effects of inflation on the construction and maintenance programs, and Mr. Tisdale explained new Federal law that permits interim 100 percent Federal financing, and the transfer of funds among the several program categories.

Mr. Wood presented the FHWA position on the national 55 mile per hour speed limit, to wit, that it is first and foremost a petroleum conservation measure, and that FHWA will take a critical view of state speed laws that carry permissive penalty structures. There ensued considerable discussion of what appears to be Federal intervention in a state enforcement program. The Department is considering a system of roving speed monitoring stations.

June 6, 1975

Mr. Moore and Mr. Tisdale explained a new procedure whereby Federal reimbursements for project obligations can be speeded up resulting in a one time increase in the cash flow balance of about \$2-1/2 million.

A list of project obligations and apportionment balances was distributed as requested by Senator Budge. Mr. Tisdale reviewed this list in some detail.

In response to a question by Representative McHan, Mr. Tisdale described efforts to obtain additional Federal bridge replacement funds for certain critical bridges.

Mr. Manning and Mr. Tisdale responded to Representative Sessions' query by describing the status of proposed Federal-aid highway legislation, and Mr. Moore commented on the Ways and Means Committee's energy conservation bill, and the Board's view of it as an inflationary measure that would work a severe hardship on lower income classes.

Mr. Tisdale described the new Off-System Federal-aid Rural Road Program.

Relinquishment of Access Easement Along I-80N Near Boise
Approved. Tony Hohler, Assistant Legal Counsel, described a request from Jay Amyx asking the Board to relinquish an access easement along I-80N near Boise because of a change in ownership that obviates the need for the easement. The Board signed a quitclaim deed.

Settlement of Insurance Claim for Damage to Structure in District 2 Approved. Tony Hohler, Assistant Legal Counsel, asked permission of the Board to settle an insurance claim for damage to a structure in District 2 for an amount less than cost-to-repair, because the structure had been damaged in accidents that occurred prior to the present claim. This permission was granted.

Proposed Settlement with Western Construction Company Discussed. It was explained to the Board that Western Construction Company has asked that a claim against them for damage to highway property be mitigated as a result of the Department's apparent inability to support its original damage estimate. The Board agreed to the proposed settlement.

WHEREUPON, the Board adjourned at 12 noon.



CARL C. MOORE, Chairman

Read and Approved
July 31, 1975
Boise, Idaho

SUPPLEMENT TO JUNE, 1975, BOARD MEETING MINUTES

June 25, 1975

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 401 RS-3809 (19)	Cat Creek Summit West Plantmix Paving (Earliest Advertise Date 7/17/75) (Open Bids 8/12/75)	\$456,354.25
Key No. 560 BR-RS-3856 (5)	Payette River (Earliest Advertise Date 7/24/75) (Open Bids 8/26/75)	677,600.00
Key No. 552 BR-RF-5152 (17)	St. Maries River Br., St. Maries (Earliest Advertise Date 7/17/75) (Open Bids 8/12/75)	707,843.50
Key No. 551 BR-RF-6471 (75)	Egin Canal (Earliest Advertise Date 7/17/75) (Open Bids 8/12/75)	174,258.00
Key No. 548 BR-RS-5760 (3)	Canyon Creek (Burke) (Earliest Advertise Date 7/17/75) (Open Bids 8/12/75)	101,750.00
Key No. 810 LSF-11-1 (3)	Marsing Landscaping (Earliest Advertise Date 7/17/75) (Open Bids 8/12/75)	60,000.00



CARL C. MOORE, Chairman

Read and Approved
July 31, 1975
Boise, Idaho

June 25, 1975

HHG594

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 31 & August 1, 1975

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, July 31, 1975. Present were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice Chairman - Director, District 2
 Roy I. Stroschein, Member - Director, District 1
 Darrell V Manning, Director, Idaho Transportation Department
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Engineer, Federal Highway Administration

Minutes. The Board approved the minutes of the June Board Meeting.

Board Meeting Dates Set. The September Board Meeting and Tour was changed to the week of September 15 through 19. The October meeting was scheduled for October 16 and 17.

Annual Report on Educational Leave for F.Y. 75. It was reported to the Board that during F.Y. 75 there was one Division of Highways employee, Jimmy Storey, Sr. Engr. Tech., who attended a one month school on "Spectrophotometric Oil Analysis" at Chanute AFB, Illinois. Storey's status was educational leave with partial pay to provide the differential between his regular earnings and his somewhat low military earnings while in school. The total cost to the Department was \$267.84.

Annual Report on Professional and General Services for F.Y. 75. The Board was advised that during F.Y. 75 there were 11 engineering and environmental contracts totaling \$666,158.29; no architectural contracts; 11 outside right of way contracts equaling \$34,065.56; and 54 miscellaneous contracts and agreements which amounted to \$127,699.56. The grand total for all professional and general services contracts and agreements for F.Y. 75 was \$827,923.41 vs. \$1,129,595.89 for the same period in F.Y. 74.

Extension of Employment Approved. The Board approved a six month extension of employment beyond retirement age for Anthony Garcia, Highway Maintenance Operator - District #5, or until March 1976.

Extension of Employment Approved. The Board approved a one year extension of employment beyond retirement age for Robert D. Best, Designer II - District #5, or until October 1976.

July 31, 1975

Parkening Environmental Suit Discussed. The Assistant Legal Counsel reported that a suit has been brought by the owners of a ranch and a number of environmental organizations against the Board of Land Commissioners and the Transportation Department, Division of Highways, to restrain the defendants from utilizing any of the material leases in the Wild River section of the Middle Fork of the Clearwater River. The Attorney General has tendered the defense of the suit to the Transportation Department.

Director's Report. Mr. Manning reported that the moving policy was approved by the Board of Examiners as submitted.

The Board reviewed and commented on the proposed position statement on the Highway Trust Fund. These comments and those of the Director and State Highway Administrator will be incorporated into a final draft. (ACTION: CHIEF OF PLANNING)

Mr. Manning reported on the status of HR 3130, the environmental assessment bill. This measure, if passed in its present form, could mean that the Federal Highway Administration may have to prepare environmental impact statements for all projects involving Federal Lands.

He also commented on the Federal Energy Administration's rule that a gasoline excise tax imposed on the fuel distributor cannot be passed onto the consumer. Attempts are being made to have the rule changed.

Mr. Manning reported on the Legislative Auditor's office's attempt to deny payment of the legislatively authorized allocation of \$5.8 million of fiscal year 1975 General Fund surplus to match increased Federal-aid. He summarized project development status through the end of fiscal year 1975 and the outstanding job done by the Highway Division. The Board expressed the desire to send a letter of commendation to all involved in this extraordinary effort. (ACTION: BOARD SECRETARY)

Mr. Manning reported on several items of proposed legislation, e.g., fee title to lands for which the State retains mineral rights; designation procedure for historical places; speed law; truck weight bill amendments; alternative revenue measures; recodification of vehicle laws (in cooperation with Law Enforcement Department); amendments to the Airport Development Act; clarification of authority of public transportation functions; loan program for general aviation facilities of local governments.

The Manpower Totals Report was noted by the Board.

July 31, 1975

HHG594

Status of Federal-aid Apportionment Categories. Mr. Tisdale commented on the status of several of the Federal-aid apportionment categories. He distributed a list of obligated and unobligated projects in each category. The Board reiterated its wish to have the U.S. and S.H. route number included in this and any other list of projects to provide a frame of reference. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Left Turn Bay to Dr. Swain Property on SH 45 (Walters Ferry Bridge) Denied. Mr. Tisdale reported that left turn bays are usually provided when the left turning volume is large enough to significantly effect the capacity or level of service. For this section of State Highway 45, the average daily traffic is around 600 vehicles. The roadway is operated at a level of service B. The capacity is about 750 vehicles per hour. The average daily traffic is expected to grow to 850 in the next 20 years and would still be operating at a level of service B.

Based on the growth and level of service, Mr. Tisdale recommended and the Board concurred that a left turn bay would not be required in the foreseeable future. Mr. Tisdale will, however, check the possibility of widening the approach. (ACTION: DISTRICT 3 ENGINEER)

Board Action on Public Hearings Held to Satisfy Federal-aid Requirements. Mr. Tisdale reported that the following three project design hearings were held subsequent to the last Board meeting to satisfy Federal requirements:

1. Pole Line - Garrett Way Intersection in Pocatello
2. Soda Springs Overpass Access
3. Grace to Alexander

Each project was held open until ten days prior to the July 31 Board meeting. This is a requirement for State hearings--but not for Federal hearings. Each project was delayed in excess of a month as a result of this action.

Upon the recommendation of Mr. Tisdale, the Board authorized the Director authority to approve non-controversial features of combined and design hearings with telephone referral of controversial items for Board consideration.

Dates Established for Idaho Forest Highway Projects. Mr. Tisdale reported that the following tentative dates have been established for advertising Idaho Forest Highway Projects during fiscal year 1976.

1. FH Route 18, Elk City Highway - August 1976
(Portion of Leggett Creek to American River)

2. FH Route 50, St. Joe River Road - August 1976
(Marble Creek West, 3.5 Miles)
3. FH Route 40, Wayan-Freedom Highway - August 1976
(5.0 Miles Wayan East)

The above dates are based on the premise that the Division of Highways and Shoshone County can acquire the rights-of-way by early June 1976. The Federal Highway Administration will submit right-of-way plans by early January 1976.

Blackfoot Community Development Corp. Mr. Tisdale reported that a letter had been received from Dwain Stufflebeam, attorney for the Blackfoot Community Development Corporation, which owns approximately 15 acres adjacent to the Blackfoot Interchange. The Highway Division is in the process of raising the access road to Interstate 15. The Corporation claims this creates a dike or fill which may impede the natural drainage and flow of water from their property in a northwesterly direction toward the river. Officers of the corporation question that the engineering on this project has not adequately provided for drainage and could cause flooding of the corporation's property and impair its usefulness. Their letter was intended to put the State on notice of possible problems that might arise, and to preserve the corporation's rights in the event the project damages its property.

Aerial photos have been taken each year to record flood levels. The District is preparing a report but advises that the property has a history of flooding and does not believe the project will affect this past pattern significantly.

Mr. Tisdale recommended and the Board concurred that the Division should continue the practice of photography and otherwise recording flood conditions at this site.

Max Hughes, Soda Springs City Councilman, Meets with Board. Mr. Hughes presented a letter reemphasizing his City government's concern that the development of the Soda Springs railroad overpass project be expedited. Mr. Moore stated that the project has a high priority with the Board, and said the Department was reasonably sure of Federal funding. However, with the expectation of reduced highway user revenue, the Board is concerned about State matching funds. The project could be ready for contract in about 18 months.

I-90 Citizens Task Force Committee from Coeur d'Alene Meets With Board. The following representatives of the Citizen Task Force met with the Board:

Robert L. Hamilton, Co-Chairperson, Coeur d'Alene
Heather Leithoff, Co-Chairperson, Post Falls
Robert R. Hollingsworth, Coeur d'Alene
Donald O. Copstick, Coeur d'Alene

July 31, 1975

HHG594

Bernard A. Campbell, Coeur d'Alene
 Betty Rider, Coeur d'Alene
 Carl J. Olsen, Coeur d'Alene
 Robert Nobis, Coeur d'Alene
 Barbara Nobis, Coeur d'Alene
 Marie Whitesel, Coeur d'Alene
 Kalen Gibson, Coeur d'Alene

Also present were:

G. L. Waldorf, North Idaho Sierra Club, Boise
 Ed Langworthy, Sierra Club, Boise
 Janet Ward, Community Area Representative for AAUW, Boise

Mr. Moore opened the meeting with a statement on behalf of the Board recognizing the efforts of the Citizens Committee and declaring unequivocally that the Board would be attentive to the presentations, but was obliged to render its route location decision in consideration of the environmental statement comments and the results of the location public hearing. He pointed out that the decision would be shared by the Federal Highway Administration.

The Task Force representatives presented a history of the workshop process; their view of their function as representatives of that process; and a list of recommendations to the Board, several of which begged decisions of the Board at or as a result of this meeting.

Mr. Moore reiterated the Board's position that the Committee's statements would be heard, but that its decision would be reached after due process as indicated. The Board made it clear that it made no commitment to meet with the Committee in Coeur d'Alene, and that it was not aware of any such commitment made in its behalf.

The Task Force Committee gave each Board member, the Director and Mrs. Jean Taylor an envelope of materials representing the results of the workshop. This material will become a part of the project records.

The group's consensus was that only minor modifications be made to U.S. 10 between the Sherman Avenue Interchange and the Blue Creek Bay Bridge.

Several written statements were received from the Sierra Club; the American Association of University Women; the Idaho Conservation League; the Idaho Wildlife Federation; and the Kootenai Environmental Alliance. These letters will be placed in the project file.

Temporary Closure of State Highway 50 Approved. The Board was advised that Walt Disney Products wish to film a sequence of a horse herd moving across the Hansen Bridge. This would require operating the bridge one way for about 30 minutes and a complete closure for an additional 15 minutes during the week of August 18.

The State Police will assist in traffic control and the District believes that the request can be accommodated without undue hardship.

The Board concurred in the temporary closure.

Request by I.M.T.A. to Increase Truck Loads on Old Perrine Bridge Before New One is Constructed. The Board was apprised that as the result of an inspection in depth by a consultant the Perrine Bridge was closed to heavy loads in November 1969. Lane loading was limited to 22 tons with 600 foot spacing, or one 32 ton truck on the bridge.

In November 1974, a reevaluation of the structure was made that resulted in allowing the contractor to move loads over the structure up to 40 tons employing very close regulation as to position, speed and traffic control. It is anticipated that between 60 and 90 trucks per hour will be using the bridge. The number of empty trucks has not been determined.

The request of the Idaho Motor Transport Association for heavier truck loads on the Perrine Bridge could be granted under certain operating conditions. One of these conditions stipulates that only one loaded truck will be allowed on the structure at one time. The District has determined that a holding pattern on trucks to insure the "one truck on bridge" requirement would result in lengthy delay of truck traffic and also that the revision of traffic lanes would require the expenditure of \$25,000.

Upon the recommendation of the Highway Division, the Board concurred that the request of I.M.T.A. be denied, based on the anticipated conflicts in controlling the truck crossings. I.M.T.A. will be notified of the Board's decision. (ACTION: BOARD SECRETARY)

WASHO Mobile/Modular Home Transportation Regulations Approved. A public hearing was held June 25, 1975, in the Auditorium of the Transportation Building in Boise on the WASHO Mobile/Modular Home Transportation Regulations. No opposition was voiced and little interest was shown at the hearing.

Therefore, the Board approved the regulations which provide for issuance of a permit in the originating State and such permit will be validated in any of the other participating States involved in the route of travel.

Adoption of Single Trip Mobilehome Permits. A public hearing was held June 25, 1975, in the Auditorium of the Transportation Building in Boise on special permits for privately owned mobilehomes to be restricted to a single trip basis. All such mobilehomes shall be required to have a license number, and any 30-day or annual permit shall become void if used to move a privately owned mobilehome.

July 31, 1975

HHG594

The Idaho County Assessors have had a continuing concern about collection of taxes for privately owned mobilehomes. This organization, with Mr. Calvin Heiner as President, requested the Department restrict special permits for privately owned mobilehomes to a single trip basis so that the permit writers could require a license number to identify the unit. The license fee is only \$4.50 per unit but is not issued unless the applicant can provide evidence that property taxes have been paid. Their primary concern is the collection of property taxes from those owners who are transient or may move from one court to another to evade payment of taxes.

The Board approved the adoption of the single trip permits in an effort to cooperate with County Assessors and the State Tax Commission.

It was pointed out to the Board that at the hearing revocation of permits without a hearing was challenged as being in violation of due process. It was felt that the regulations should be modified to permit an administrative hearing before permits are revoked. The Board decided not to modify the regulations.

Abandonment of McGuire Railroad Crossing. Donald Cox, Chief of Highway Operations, reported that agreement has been reached to abandon the McGuire railroad crossing on the Post Falls Interstate project. This will save about \$1 million in construction costs.

Status of Construction Projects. Mr. Cox gave a report on the status of the following construction projects:

Moctileme Creek - Plummer, U.S. 95

Cottonwood North - Cottonwood South, U.S. 95

Skookumchuck Creek - Heckman Ranch, U.S. 95

American Falls Bridge - S.H. 39

Status of Hensel-Phelps Claim on the White Bird Bridge

W. Bliss - E. Bliss, I-80N

American Falls Bridge Discussed. Mr. Stroschein suggested that the American Falls Bridge dedication be scheduled for August 23 which is American Falls Day. Mr. Manning suggested that the dedication be scheduled when the Governor is able to be present, which is not likely to be before August 29. Mr. Stroschein asked that scheduling be coordinated through the American Falls Bridge Committee. (ACTION: DIRECTOR)

Mr. Stroschein also suggested keeping one-way traffic over the dam, and one-way on the new bridge. This would mean altering some construction on the new bridge, since the original plan was to carry

two-way traffic on the new structure. The Highway Division will check cost and feasibility and make the change accordingly. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Access Exchange Deeds Approved. The Board approved and signed the following:

Exchange Deed - Joe Ivie, Permit 2-75-090, Project S-2809(13), US-93 to Picabo, SH-68, M.P. 179.07. Exchange 20 foot unrestricted approach at Station 64+10 right for a 40 foot unrestricted approach at Station 61+35 right.

Exchange Deed - L. J. Edwards, Permit 6-75-061, Project F-6462(2), West of Rexburg, SH-88, M.P. 75-65. Exchange 20 foot field approach at Station 881+05 for a 20 foot residential approach at Station 882+00.

Request for Residential Approach on Project S-2809(13) Denied. Mr. Robert J. Barnes requested an approach to his property at Station 65+66 last year. The access rights to the property were purchased with 660 foot minimum approach spacing. Mr. Barnes is the former Planning and Zoning Director for Blaine County and understood these access restrictions. Additionally, he reviewed the access control on SH-68 before purchasing the property. The Board denied this request on July 31, 1974.

Mr. Barnes has now requested a joint use 40 foot approach for him and his daughter at Station 67+95. Barnes has convinced his neighbor on the west, Joe Ivie, to move his existing approach from Station 64+10 to Station 61+35 which would meet the 660 foot approach spacing on the west. However, easterly there is an existing 20 foot approach, Mr. Joe Wurst, which would be 345 feet from the requested approach. This request is in violation of the 660 foot spacing requirement because of Mr. Wurst's approach.

It was recommended and the Board concurred that the permit be denied again because of the access restrictions.

Selective Exclusion Signing Discussed. Interstate Selective Exclusion Signing was reviewed with the Board on June 5, 1975. It was decided to:

1. Develop a proposed revision to the Board Policy.
2. Insure compliance with all Federal regulations.
3. Be cognizant of Interstate bicycle problems in view of Bicentennial activities.

The proposed Board Policy B-126 and Administrative Directive A-126 were reviewed by the Management Review Committee on June 27, 1975. It was their recommendation that a trial removal of Selective Exclusion Signs be accomplished on specific Interstate sections.

July 31, 1975

HHG594

The following recommendations were submitted to the Board for their concurrence:

1. That the Management Review Committee recommendations be accomplished after consultation with each District Engineer.
2. That the State Highway Administrator be authorized to approve any necessary Interstate Selective Exclusion Resolutions required to establish specific Interstate trial sections.
3. That no Interstate Selective Exclusion Signs be installed on projects under construction or in the design stages because of sign costs and potential signing changes.

After considerable discussion of the safety aspects of bicycle use on public thoroughfares, the Board approved recommendations No. 1 and 2. Recommendation 3 will be handled on an individual basis. Specific resolutions will be brought to the Board for approval. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Revision in Stanley Access Control, F-2292(1), Deferred. A request that the access west of Stanley on SH-21 be revised from Partial Control, Type "A", to Standard Approach Policy in line with City limit adjustments was presented to the Board.

It was the Board's decision to hold this request in abeyance until the City's development plans are known.

Roadside Obstacle Inventory by Idaho Insurance Agents Discussed. James Pline, Traffic Supervisor, reported there are three Roadside Obstacle Inventories underway or completed on the Highway System in Idaho. The Idaho State Police in cooperation with International Association of Police Chiefs inventoried District 2. A report on this activity will be available later this year. The Department personnel are inventorying the entire State Highway System using the photo log system. This inventory should be done this year. The Insurance Agents accomplished their own inventory in spite of these duplications. The Department is presently analyzing their inventory but the following items are noteworthy:

1. They inventoried only a small number of the hazards with approximately 600 reports statewide. District 2 had 332 reports by the insurance people whereas the State Police inventoried 4,000 locations.
2. Some reports had photographs, others did not. Those with photographs are easier to identify location and pinpoint hazard in relation to the report.
3. Many reports did not clearly indicate hazard location or type of roadside hazard.

4. Insurance Agents had false concepts on what were roadside hazards and indicated a lack of knowledge on breakaway sign posts and poles.
5. The reports did indicate their awareness of guardrail, utility poles and trees as roadside hazards.

Transportation Goals and Objectives for Boise Metropolitan Transportation Study Approved. The Transportation Goals and Objectives for the Boise Metropolitan Transportation Study were reviewed and approved by the Board.

Removal from the State Highway System (US 95). The Board approved the removal of a section of former State Highway No. US 95, 13.512 miles in length, and described as beginning at a point 3.160 miles south of the White Bird South Corporate Limits and ending at a point 10.352 miles north of the White Bird South Corporate Limits, and the White Bird Connection, 0.437 mile in length, described as beginning at a junction near Bridge and River Streets in White Bird and ending at a junction with relocated State Highway No. US 95, as shown in official Exhibit B-138, which is made a part hereof with like effect as though included in full herein.

Resolution to Designate Aeronautics & Public Transportation Division as Recipient of UMTA Funds for Public Transportation in City of Boise Approved. Mr. Rauscher presented a resolution to designate the Aeronautics & Public Transportation Division as recipient of UMTA funds for public transportation in the City of Boise. The Board approved and the Chairman signed the document. The resolution will be forwarded to UMTA.

Pullman-Moscow Regional Airport, ADAP Project 8-53-0051-02. It was reported to the Board that the initial sponsor's project application to FAA was substantially revised when FAA became aware of availability of additional obligating money. Contract was let with single bidder bidding \$72,623.36 versus the engineer's estimate of \$69,378.75. Cost breakdown now is as follows:

Total construction bid	\$72,623.56
Engineering costs	11,500.00
Land acquisition	4,510.00
Contingency	<u>1,000.00</u>
Total	\$89,633.57
FAA (77.31%)	\$69,295.71
Sponsor (total)	\$20,337.86
State (1/3 sponsor)	\$ 6,779.29

The Aeronautics & Public Transportation Advisory Board recommended and the Board concurred in approving up to \$2,779.20 additional funds as the first supplement to this project.

July 31, 1975

HHG594

Mountain Home Municipal Airport Apron Extension Project. The Board was advised that under the initial ADAP project with the FAA and State, the sponsor constructed an apron 223' x 230' with 16 tie-downs. All tie-down positions are now occupied by permanent based aircraft, with additional request in for more tie-downs. The sponsor desires to expand apron based on alternate bid proposal to major city street project. The apron expansion would be in accordance with approved airport layout plan and be 300' x 300'. Bids have been received for the apron as an alternate bid with the following breakdown based on 50-50 split.

<u>Total</u>	<u>State</u>	<u>Sponsor</u>	<u>Unit</u>
\$21,649.10	\$10,824.55	\$10,824.55	\$2.16/s.y.

The above quotation does not include a seal coat which should be added.

The Aeronautics and Public Transportation Advisory Board recommended and the Board concurred in the Transportation Department allocating up to \$12,000 as the State share for construction and sealing of the apron extension.

Traffic Records Project. Pat Ehrlich, Administrator, Traffic Safety Commission, reported that \$105,000 was received in FY 1974 and FY 1975 for a traffic records project. An additional \$95,182 is now available for further traffic records development for FY 1976. These funds come by contract from the National Highway Traffic Safety Administration for Research and Development and require no matching funds.

The original \$55,000 contract was to study the feasibility of transferring a traffic records system from one state to another (FY 1974). The contract was extended in FY 1975 with \$50,000 additional to implement the transfer of the accident component from another state to Idaho. There is \$95,182 in the present extension to integrate the Idaho driver license and accident records functions into a common data base using a common data base management system. The work for the first two years has been done by a consulting firm working with state agencies. Requests for proposals were sent to four vendors in May, 1973. June 7 the Traffic Records Committee reviewed the proposals and selected a vendor. The selection was approved by the Assistant to the Director of Administration on June 11. This same individual approved the subcontract and also approved the extension of the subcontract for the second year. This action is consistent with Board Policy 608 and Administrative Policy 608 except for Board approval. The Board had no jurisdiction over ITSC at the time the contracts were executed.

The Board approved the extension of the subcontract for the third year of the project.

FRIDAY, AUGUST 1, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Engineer, Federal Highway Administration

Addition to State Rehabilitation Program for 1979 Requested for Junction SH 34 and US 91, North of Preston. The Board was apprised that Preston officials had requested this project during the October 1974 Transportation Board tour. At that time the District was instructed to place the project on the program.

This project would qualify as a safety project based upon an accident potential, which would place the project very low on the priority list, thus making the likelihood of funding as a Federal-aid safety project very low. The estimated cost of the project is \$220,000.

The Board asked to see a more detailed intersection layout before making a decision. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

SH-4, Wallace to Burke, Placed in Six Year Highway Improvement Program for Preliminary Engineering. It was reported to the Board that District discussions with the Shoshone County Commissioners indicate an interest in having the County take over this section pending improvement. Replacement of four structures, resurfacing of 6.5 miles, and signalization would be required. This is estimated to cost \$590,000.

The Commissioners did express concern over the high snow removal costs and suggests the possibility of some mitigation of the difference between costs and highway user revenues.

The Board approved the inclusion of this improvement in the Six Year Highway Improvement Program (Chapter No. VI) for preliminary engineering.

Additional Interchanges to I-80N at Karcher Road (Nampa) and Ustick Road (Caldwell) Approved. The Board was advised of a letter dated June 27, 1975, from the Nampa Chamber of Commerce supporting the two additional interchanges "to serve the need of Nampa and Caldwell and the rapidly growing area between the two communities--and urging construction as quickly as is feasibly possible."

August 1, 1975

HHG594

Urban funds could be used to finance the project. The project for advance right of way purchase is now carried in Chapter 4 of the program (F.Y. 1980 was a primary project). The project could be ready as early as 1979, if no major problems are encountered.

The Board approved advancing advance right of way purchase to fiscal year 1978 and planning construction for the early 1980's with Urban System funds.

Bingham County Recreation Area West of Shelley. The Board was advised that a request for 319(b) beautification funds for the Bingham County Recreation Area was submitted to the Federal Highway Administration on June 17, 1975. This request was denied on July 15, 1975.

This information has been transmitted to Neil Morgan, Director of the Bingham County Parks Department, who requested Department assistance in developing a rest area - recreation area on the Snake River between Interstate 15 and Shelley.

Center Street from Arthur to 5th Avenue in Pocatello Placed in Six Year Highway Improvement Program for F.Y. 1977. It was reported to the Board that the City of Pocatello has agreed to removal of Center Street from Arthur to 5th Avenue from the State Highway System (with retention on the Urban "D" System) pending a surface improvement project.

A heater remixing of the existing surface and a one-inch overlay is estimated to cost \$25,000.

The City requests the agreement be effective as soon as possible with the stipulation that the improvement project be completed not later than the summer of 1976.

The Board approved the inclusion of this project in the Six Year Highway Improvement Program for F.Y. 1977 as a State Rehabilitation project.

Mr. Tisdale said a review of the State Rehabilitation Program would be scheduled for the October meeting. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Access to Sugar City, Project F-6471(19), Thornton - Twin Groves. The Board was advised that an information meeting was held on June 10, 1975, in Sugar City for the purpose of presenting proposed highway access to the City. Approximately 50 people were in attendance from Sugar, Salem and Plano.

Future interchange treatments presented at the meeting were:

1. Extension of SH 33 with on-grade crossing and improvement of county road on west of the intersection. Construct interchange in the future.

2. On-grade crossing on Salem Road with future interchange when warranted.

Testimony opposed extension of SH 33 due to fear of removing the old highway from the System, out-of-direction travel and split in School District. They also opposed access to US 20 on the Sugar-Salem Road due to traffic routed through residential and future growth area.

People in attendance favored retaining present US 191-20 on the Highway System from Rexburg to the Sugar City overpass and construction of a grade separation on the Salem Road with no provisions for future access. The Madison County Commissioners favor Plan 1 but will agree to the plan selected by the Sugar City officials.

The Board concurred that the design hearing should include a third alternative as suggested at the Sugar City meeting. (ACTION: DISTRICT 6 ENGINEER)

Status Report on National Historic Site (Burlington Northern Railroad Depot), Project F-FG-5116(9), Through Sandpoint. It was reported to the Board that a field review was held on June 17, 1975. The following people attended:

Darrell Manning, ITD Director
 Robert Crecco, DOT TES
 Tom Difloe, FHWA
 Brit Story, Advisory Council on Historic Preservation
 Merle Wells, State Historic Preservation Officer
 Les Brown, Mayor of Sandpoint
 Other local, state and federal representatives

No one was satisfied with the results of the meeting because it pointed to considerable delay in project development which is already 20 years old. Additional environmental work will be required prior to any hearing on the project.

The Department recommended that the Draft Environmental Statement be revised to treat the Depot as Section 4(f) property and evaluate alternatives to the extent that they prove feasible and prudent or can be eliminated from further study. Also to expand the current agreement with the consulting firm of Howard, Needles, Tammen and Bergendoff to conduct the additional studies and prepare the revised Environmental Impact Study. The estimated cost would be \$30,000 to \$50,000; and the time to complete four to six months. The cost could be reduced if noise and air study was conducted by State Forces.

The Board approved the recommendation subject to the provision that the work be done "in house" and that costs be kept to an absolute minimum necessary to achieve the objective.

August 1, 1975

HHG594

Concrete Pipe Versus Metal Pipe Discussed. During the April Board Meeting, recommendation was made to select projects for alternate bids on pipe. Due to the crash program only RF-6471(39), Rigby-Lorenzo, RS-6742(11), Freeway East, and RS-6742(2), Menan-Lorenzo, were selected. These projects will be opened on August 19 and August 5, respectively. These projects were specifically selected due to their proximity to the Idaho Falls concrete pipe plant which should encourage competitive bidding.

During 1973 and 1974, dollar volume for all pipe let to highway construction was 30 percent and 45 percent, respectively, for concrete pipe. Metal pipe represented 70 percent and 55 percent, respectively. From January 1, 1975, to date, concrete pipe dollar volume represents 75 percent with metal pipe representing 25 percent. This is due to several urban projects on which concrete sewer pipe is specified in accordance to policy.

Wyoming and Montana attempt to coordinate pipe usage on a 50 percent dollar volume basis under high type pavements. Montana is thinking of changing policy due to differences among pipe producing companies and use competitive bidding similar to Idaho.

Discussions with contractors reveal that during their bidding process they determine the most economical pipe and submit the bid for that particular type. Other types only receive a complimentary bid higher than the type the contractor wishes to install. Therefore, requesting alternate bids on pipe is meaningless.

The Board determined to take no action at this time. The Department will report the results of the August bid openings at the September Board meeting and necessary policy changes can be made at that time.

Greer Grade Projects on State Highway 11 Discussed. The Board was given a brief history of projects constructed on the Greer Hill by contract and State Forces in 1971 and 1972. Project STS-4780(521), 1.28 miles in length, is planned for construction in 1976 at a cost of \$357,000. Another project, 3.50 miles in length, STS-4780(), will complete the Greer Hill rehabilitation at a cost of \$1,160,000. The proposed width is 24 feet, which is consistent with the section into Weippe. The standard requirement is 34 feet. The Federal Highway Administration is doubtful whether the project will qualify for Federal-aid when the present traffic requires widths greater than that proposed. The project will not qualify for Safety Funds.

The Department recommended and the Board concurred in continuing to work by State Forces and contract with State funds until the road is completed to 24 foot standard.

Request to Construct and Maintain Rest Area for Snowmobile Enthusiasts on SH 68. The Board was advised that a request was made of State Parks to construct a rest area and parking facility for snowmobilers on State Highway 68. Off-Road Vehicle Funds are available but must be requested by a public agency. Funds may be used to purchase property and construct minimum facility.

State Parks cannot construct a rest area to Department standards within this program and must have a sponsor to request funds and provide matching funds if the facility is to meet minimum highway standards.

U.S. 191 snowmobile areas were constructed in accordance to Board Policy 531. The applying agency, Fremont County, agreed to construct and maintain the facilities.

Construction and maintenance of this type of facility should be by a local unit of government (Elmore or Camas County) in accordance with Board Policy 531.

The Board asked the Department to explore the possibility that the counties might use Off-Road Vehicle Funds to match BOR funds.
(ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Replacement of Clearwater River Bridge at Lewiston, ST-4114(593). It was reported to the Board that an Exploration and Evaluation Report has been completed by Howard, Needles, Tammen & Bergendoff. Copies of this report have been submitted to the U.S. Coast Guard with recommendation of need and their acceptance of an 82 foot wide, high level bridge.

<u>Type</u>	<u>Estimated Design Cost</u>	<u>Estimated Initial Cost (Includes Design Cost)</u>
Continuous Steel Plate Girder	\$ 300,000	\$12,900,000
Post-Tensioned Concrete Box Girder	300,000	15,100,000
Segmented Concrete Box Girder (Prestressed Concrete Girder used for Estimating Purposes)	350,000 to 500,000	13,100,000 to 13,500,000

A continuous steel plate girder bridge can be designed in-house, while a segmental concrete box girder would require a consultant.

The Board directed the Department to obtain cost estimates based on a 350 foot span and to get some artist's renderings of alternate designs. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

August 1, 1975

HHG594

Location Public Hearings Scheduled. The Board was advised that the following projects are scheduled for location hearing:

1. Four projects - Raft River - Rockland Jct. (I-15W) Tentatively scheduled for late September or early October) Set back from previous date because of problems related to historical sites.
2. U-4114(20), U.S. 12 in Lewiston
Scheduled for September 11, 1975

Opportunity for Combined Location and Design Public Hearings Offered. The Board was advised that opportunity for combined location and design public hearings will be offered on the following projects:

1. FL-11-1(4), 6.4 Miles North of Oregon State Line - North 6.8 Miles on U.S. Highway 95.

The Board asked that the priority of allocation of Public Lands Funds be checked and reported back.

(ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

2. U-3021(36) & M-7323(001), Fairview Avenue, Chinden Boulevard to 27th Street in Boise.

Location and Design Approval for Project S-1721(15), Sterling Road to Springfield. At the request of Board Member Stroschein, approval of this project was deferred from the June Board meeting so that he and District personnel could discuss alternate alignments with the three property owners involved--Messrs. Aldous, Aldous and Heaney. The westerly alternate was favored and is in agreement with recommendation based on hearing testimony.

Therefore, the Board approved the location and design as presented at the combined hearing held on May 14, 1975.

Location and Design Approval for Project S-1778(19), Grace to Alexander. A location and design public hearing was held on this project June 12, 1975, at Grace. Three people attended the hearing. There were no objections to the project as presented.

The Board approved the location and design of the project as currently developed.

Location and Design Approval for Project T-4010(6), Pole Line Road and Garrett Way Intersection. A location and design public hearing was held June 12, 1975, at Pocatello.

Several minor requests were made. Most requests can be granted and adequate explanation was furnished for those that cannot. Other questions were raised that were beyond the scope of the project such

as removing the entire raised median on Garrett Way. The major objection concerned the proposed closure of the median at the Garrett Way - Maple Street intersection.

As a result of the hearing the Department recommended that a left-turn bay and median opening on Garrett Way at Maple Street be provided to allow westbound left turns only. This proposal has been concurred in by the City of Pocatello's engineering staff and would remove many of the objections raised and not sacrifice significant safety benefits.

The Board approved the location and design of the project as presented at the hearing except that a left-turn bay and median opening on Garrett Way at Maple will be provided to allow only westbound left turns.

Supplemental Design Hearing Approval for Project S-SG-1786(4), Soda Springs Overpass & Approaches. A supplemental design hearing was held June 11, 1975, in Soda Springs.

Testimony at the hearing pointed out unsafe conditions of backing into the street with steep grades on the overpass.

Access to Farmers Grain Coop. and individual properties generated an alternate proposal combining portions of Plans 1 and 3. This was recommended by the City Council and endorsed by the County Commissioners. Mr. Cross, Farmers Grain Coop., agreed to the plan should space be purchased from Mr. E. Jones to afford a truck turnaround. The proposal would provide access to the Farmers Grain Coop. from 2nd East Street parallel to the railroad and access to properties east of the proposed highway between Station 9 and 14+ via an access road from Hooper Avenue.

During the interim period between the hearing and closing date, District Right of Way personnel cooperated with the property owners to ease the access problems. The condition seems to be satisfactory and will be resolved during right of way purchase.

The Board approved the design as presented at the May 9, 1974, Design Hearing with recommended modifications to the access resulting from the June 11, 1975, Design Hearing as discussed above. Full control of access would be extended to approximately Station 14+20 as shown on Plan 3.

Location and Design Approval for Project BR-RS-3856(5), Payette River Bridge, SH 52. An opportunity for a location and design public hearing was offered for July 31, 1975. No requests were received, so no hearing was held.

The Board approved the location and design of the project as currently developed.

August 1, 1975

HHG594

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

ER-5783(5) - The work consists of constructing a 75' prestressed concrete bridge and approaches, base and plant mix surface on Shingle Mill Bridge and Approaches, approximately 2.0 miles north of Priest River, in Bonner County - Federal Aid Emergency Relief and State financed. The contract was awarded to R. Redding Construction Co., Inc., Spokane, Washington, the low bidder, on July 24, 1975, in the amount of \$108,890.00.

HHS-7564(001), M-7564(002), M-7574(001), M-7624(001) and M-7664(001) - The work consists of installing traffic signals at various Moscow city street intersections, in Latah County - Federal Aid Hazard Safety, Urban and State financed. The contract was awarded to Power City Electric, Inc., Spokane, Washington, the low bidder, on July 2, 1975, in the amount of \$76,304.00.

STS-2023(533) - The work consists of placing a plant mix pavement on 2.400 miles of old US-20, 26 Thru Bliss, in Gooding County - State financed. The contract was awarded to Allied Paving Corporation, Idaho Falls, Idaho, the low bidder, on July 3, 1975, in the amount of \$49,597.50.

STM-I-80N-3(506), STM-2709(522), ST-2361(579), ST-2361(580) and ST-2864(521) - The work consists of seal coating approximately 42.9 miles in District II on I-80N and US-30, SH-24 and 25, in Jerome and Minidoka Counties - State financed. The contract was awarded to Kloeppfer Sand & Gravel & Transportation & Equipment Co., Inc., Paul, Idaho, the low bidder, on July 1, 1975, in the amount of \$176,277.90.

ST-3271(550), ST-3271(547) & Stockpile No. 3568 - The work consists of constructing a plant mix overlay on 19.834 miles of SH-55, Donnelly-McCall, Clear Creek-Cascade and Cascade Yard (Stockpile), in Valley County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on June 17, 1975, in the amount of \$400,935.00.

STM-4780(523), ST-4780(524) & Stockpile 4598 - The work consists of constructing a plant mix pavement on 10.72 miles of S.H. 11 between M.P. 7.65 and 18.67; seal coat 24.69 miles of S.H. 11 between M.P. 18.90 and 42.54 and furnish road mix aggregate and anti-skid material in stockpile at the Weippe Maintenance Yard; Weippe Headquarters, Greer Grade - Weippe and Weippe Stockpile, in Clearwater County - State financed. The contract was awarded to Poe Asphalt Paving, Inc., Clarkston, Washington, the low bidder, on June 26, 1975, in the amount of \$285,639.00.

I-IG-80N-2(38)120 - The work consists of constructing the roadway, drainage structures, 74' prestressed concrete bridge, 282' steel overpass and placing plant mix on ramps and frontage roads on 1.322 miles of I-80N, Glenns Ferry I.C. Incl. (Grading), in Elmore County - Federal Aid Interstate and State financed. The contract was awarded to Galey Construction Co., Inc., Boise, Idaho, the low bidder, on July 11, 1975, in the amount of \$1,806,162.88.

S-RS-2790(11) - The work consists of constructing the roadway, drainage structures, including one 14' concrete culvert, extending one 16' concrete culvert and constructing one 25' concrete bridge and placing a Type D Bituminous Surface Treatment on 10.584 miles of SH-24, in Lincoln County - Federal Aid Secondary and State financed. The contract was awarded to Western Construction, Inc., Boise, Idaho, the low bidder, on July 2, 1975, in the amount of \$1,343,217.50.

PMS-L-16(3)Y - The work consists of furnishing and applying painted roadway center line striping, no passing barrier line and edge line striping at various locations on local roads in Southwest Idaho, in various counties - Federal Aid and State financed. The contract was awarded to Idaho Construction Co., Filer, Idaho, the low bidder, on July 23, 1975, in the amount of \$58,114.62.

PMS-L-16(3)X - The work consists of furnishing and applying painted Roadway Center Line Striping and No Passing Barrier Line at various locations on local roads in Eastern Idaho, in various counties - Federal Aid and State financed. The contract was awarded to Idaho Construction Co., Filer, Idaho, the low bidder, on July 24, 1975, in the amount of \$60,264.73.

PMS-S-16(2)Z - The work consists of furnishing and applying painted edge line striping on various U.S. and State highways at various locations in Northern Idaho, in various counties - Federal Aid and State financed. The contract was awarded to Paint-A-Line, Inc., Seattle, Washington, the low bidder, on July 9, 1975, in the amount of \$29,225.62.

PMS-S-16(2)X - The work consists of furnishing and applying painted edge striping on various U.S. and State highways at various locations in Eastern Idaho, in various counties - Federal Aid and State financed. The contract was awarded to Paint-A-Line, Inc., Seattle, Washington, the low bidder, on July 9, 1975, in the amount of \$77,060.69.

PMS-L-16(3)Z - The work consists of furnishing and applying striping for center lines, No Passing Barrier Lines, Edge Lines and Crosswalks at various locations on local roads in Northern Idaho, in Bonner, Boundary, Kootenai and Nez Perce Counties - Federal Aid and State financed. The contract was awarded to Idaho Construction Co., Filer, Idaho, the low bidder, on July 23, 1975, in the amount of \$51,180.18.

August 1, 1975

HHG594

STM-4201(537) & STM-4704(515) - The work consists of seal coating approximately 11.0 miles of US-12 and 8.7 miles of SH-14, Kooskia-Forest Boundary & Jct. SH-13 - Mt. Idaho Bridge, in Idaho County - State financed. The contract was awarded to Standard Asphalt Paving Co., Inc., Spokane, Washington, the low bidder, on July 24, 1975, in the amount of \$26,525.00.

STM-3261(514) - The work consists of seal coating approximately 16.2 miles of SH-52, New Plymouth - Emmett, in Payette and Gem Counties - State financed. The contract was awarded to Nelson-Deppe, Inc., Nampa, Idaho, the low bidder, on June 27, 1975, in the amount of \$21,351.00.

ST-4704(514) and Stockpile No. 4588 - The work consists of constructing a plant mix overlay on 8.03 miles of SH-14, M.P. 8.70 to 16.73, and furnishing aggregates in stockpile, adjacent to M.P. 43 on SH-14, Forest Boundary, East and Crooked River, in Idaho County - State financed. The contract was awarded to Seubert Excavators, Inc., Cottonwood, Idaho, the low bidder, on July 24, 1975, in the amount of \$287,257.90.

LWC-5115(546) - The work consists of drilling and casing an 8" well, furnish and install well screen assembly, develop and test well at Chief Moc-Tel-Me Rest Area at M.P. 389.54 on US-95, in Benewah County. As the low and only bid was 38.20 percent over the Engineer's Estimate, the bid was rejected.

I-90-1(14)21 "C" R/W - The work consists of modifying and enlarging the sanitary disposal system at Shady Rest Motel, adjacent to M.P. 21.03 on I-90, in Kootenai County - Federal Aid Interstate and State financed. The contract was awarded to Norm's Plumbing & Heating, Coeur d'Alene, Idaho, the low bidder, on August 5, 1975, in the amount of \$9,750.00.

I-IG-90-1(98)60 - The work consists of constructing the roadway, drainage structures including concrete box culverts, 3 concrete bridges, 2 concrete overpasses and one R.R. grade separation, placing a 2' course of selected material on Interstate roadway, an aggregate base and plant mix surface on frontage roads, E.C.L. - W.C.L. Wallace, in Shoshone County - Federal Aid Interstate and State financed. The contract was awarded to N. A. Degerstrom, Inc., Spokane, Washington, the low bidder, on July 28, 1975, in the amount of \$4,997,226.90 - Alternate No. 2.

I-15-1(70)0 and I-15-1(71)22 - The work consists of placing concrete pavement on the Interstate roadway; placing a plant mix base and pavement on ramps, frontage roads and cross roads; signing, illumination and structure deck overlays on 16.311 miles of Interstate Highway 15, Utah Line - Deep Creek and Colton Road - North, in Oneida County. The contract was awarded to Acme-Vickrey, a Joint Venture, Spokane, Washington, the low bidder, on August 1, 1975, in the amount of \$6,050,149.00 (Alt. 1 & 4).

ER-5804(7) - The work consists of constructing a channel change, a 68' prestressed concrete bridge and approaches on Deep Creek Bridge at Moravia, approximately 3/4 mile southwest of Moravia, Idaho, in Boundary County - Federal Aid Emergency Relief and County financed. The contract will be awarded to Davidson-Kelson, Inc., Bonners Ferry, Idaho, the low bidder, in the amount of \$145,188.75.

FF-4114(28) - The work consists of constructing the roadway, drainage structures and placing a 2.0' rock cap on 3.04 miles of US-95, Lewiston Hill Summit - S.E., in Nezperce County - Federal Aid Primary and State financed. The contract was awarded to Murphy Brothers, Inc., Spokane, Washington, the low bidder, on July 24, 1975, in the amount of \$2,877,186.00.

STM-1778(523), STM-1721(517), STM-1032(540) & STM-15-1(503) - The work consists of seal coating approximately 42.1 miles in District 1 on SH-34, SH-39, US-191 and I-15, applying a scrub coat on STM-1032(540) prior to its seal coat, in Caribou, Franklin, Power, Bingham and Bannock Counties - State financed. The contract was awarded to Circle A Construction, Inc., Twin Falls, Idaho, the low bidder, on July 23, 1975, in the amount of \$83,317.75.

FF-RF-4114(23) - The work consists of constructing the roadway, drainage structures and placing a 2' rock cap on 2.390 miles of US-95, Lewiston Hill, in Nez Perce County - Federal Aid Primary and State financed. The contract was awarded to Goodfellow Bros., Inc., Wenatchee, Washington, the low bidder, on July 29, 1975, in the amount of \$3,208,932.50.

RF-1481(25) - The work consists of constructing the roadway to subgrade, placing a 2' course of selective placement of materials through all earth cuts and embankments, constructing 1-76' prestressed concrete bridge for deer crossing, 2 county roads and 1 access road connection on 2.822 miles of US-30N, in Bannock and Caribou Counties - Federal Aid Primary and State financed. The contract will be awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$2,624,272.50.

ST-4749(51) - The work consists of placing a base, roadmix pavement and seal coating on approximately 7.07 miles of SH-7, Greencreek Jct. - Cottonwood Creek, in Idaho County - State financed. The contract was awarded to Grant Construction Co., Hayden Lake, Idaho, the low bidder, on July 15, 1975, in the amount of \$211,535.60.

M-7151(001) - The work consists of removing concrete bridge deck; construct curb, concrete guard rail and modified latex deck seal on 893' steel structure, Benton Street Overpass in Bannock County - Federal Aid Urban and State financed. The contract will be awarded to Sealant Systems, Inc., Poulsbo, Washington, the low bidder, in the amount of \$451,862.50.

August 1, 1975

HHG594

ST-6830(505) - The work consists of constructing the roadway, plant mix pavement (overlay) and seal coating on approximately 4.030 miles of SH-33, Hatches Corner - Driggs, in Teton County - State financed. The contract was awarded to Kennaday Paving Co., Idaho Falls, Idaho, the low bidder, on July 30, 1975, in the amount of \$235,808.00.

ROS-1(1) and ROS-1(2) - The work consists of removing various roadside hazards, furnishing and installing drainage structures, guard rail, barrier platforms and barrier arrays on approximately 40.910 miles of US-91, South Blackfoot to Bonneville County Line and Quinn Road to South Blackfoot, in Bannock and Bingham Counties - Federal Aid Roadside Obstacle and State financed. The contract will be awarded to Neilsen & Company, Twin Falls, Idaho, the low bidder, in the amount of \$149,762.80.

ROS-4(1) - The work consists of adjusting guard rail and overhead signing; install guard rail, signing and fence; remove curb and place roadway base and plant mix pavement at various locations on 5.956 miles of US-95 in the vicinity of Lewiston-Spalding Interchange, in Nez Perce County - Federal Aid Roadside Obstacle and State financed. As the low bid was 26.35 percent over the Engineer's Estimate, the bid was rejected and the project will be readvertised.

RF-4113(64) - The work consists of placing concrete pavement on 10.540 miles of US Highway 95, South of Cottonwood to Ferdinand, in Idaho County - Federal Aid Primary and State financed. The contract will be awarded to Acme-Vickrey, a Joint Venture, Spokane, Washington, the low bidder, in the amount of \$1,835,299.00.

RS-4745(8) - The work consists of constructing the roadway, drainage structures, base, plantmix pavement and a 40' prestressed concrete bridge on approximately 2.296 miles of Secondary Route 4745, Myrtle to Gifford, in Nez Perce County - Federal Aid Secondary and County financed. The contract will be awarded to Peters & Wood Company, Pasco, Washington, the low bidder, in the amount of \$418,981.50.

I-15-1(72)70 - The work consists of furnishing and installing a protective screening on the Monte Vista Overpass on I-15, in Bannock County - Federal Aid Interstate and State financed. The contract will be awarded to Cascade Fence Co., Inc., Boise, Idaho, the low bidder, in the amount of \$15,979.80.

HHS-4114(44) & HHS-4114(33) - The work consists of furnishing and installing traffic signalization and other related work at various locations in Lewiston, One-Way Couplet - Lewiston, and 3rd Ave. North - Lewiston, in Nez Perce County - Federal Aid Hazard Safety and State financed. The contract will be awarded to Maxwells Electric, Inc., Spokane, Washington, the low bidder, in the amount of \$244,500.00

Project Approval for Future Bid Openings. The following projects were recommended for project approval for future bid openings:

Key No. 836	Hat Cr. Slide N. of Pollock	\$500,000.00
ER-4113(67)	Gr., Dr., Base, Surf.	
US-95	(Advertise Date 9/4/75)	
	(Open Bids 9/30/75)	
Key No. 783	Santa Br. & Apprs.	450,000.00
ER-5810(6)	Partial Grading	
SH-3	(Advertise Date 9/11/75)	
	(Open Bids 10/7/75)	
Key No. 1058	Bike Path	41,000.00
BWM-7063(004)	(Advertise Date 9/4/75)	
SH-44	(Open Bids 9/30/75)	

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

FF-4114(28), Key No. 589, Lewiston Hill (Sec. 3), Nez Perce County - Clearwater Power Company

RF-1481(25), Key No. 68, Lava Hot Springs - Lund, Sec. 2, Bannock & Caribou Counties - Utah Power & Light Company

I-IG-90-1(17)60 R/W, Key No. 632, I-IG-90-1(98)60 Const., Key No. 59, Osburn ECL-W. Wallace I.C. (Excl.), Shoshone County - Citizens Utilities Company

I-IG-80N-2(38)120, Key No. 37, Glenns Ferry I.C., Elmore County - Chevron Pipe Line Company

RS-4745(8), Key No. 169, Myrtle-Gifford, U.S. 12-So., Nez Perce County - Clearwater Power Company and Inland Telephone Company

HHS-4114(33) & (44), Key Nos. 468 & 405, One-way Couplet and 3rd Avenue North - U.S. 12, Lewiston, Nez Perce County - Pacific Northwest Bell Telephone Company

BR-RS-3712(15), Key No. 533, State Highway 19, Golden Gate Canal Bridge, Canyon County - Idaho Power Company

RS-6746(2), Key No. 179, Menan - Lorenzo, Jefferson County - Utah Power & Light Company and Mountain Bell

RS-RSG-4809(9), Key No. 144, Formerly S-SG-4809(9), Bovill - East, Latah & Clearwater Counties - General Telephone Company of the Northwest and Washington Water Power Company

August 1, 1975

HHG594

Removal of Outdoor Advertising Signs Discussed. The Chief Right of Way Supervisor and Assistant Legal Counsel advised the Board that they may be receiving appeals from sign and/or property owners as a result of the Highway Division removing outdoor advertising signs under the new statute.

Quitclaim of Lands to Burlington Northern, Inc.

I-90	I-IG-90-1(99)3 Formerly I-IG-90-1(91)0 "B"	Burlington Northern	Parcel Nos. 6, 38-1-RR, 40-1-RR and 40-2-RR
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The Board concurred in the recommendation of the Right of Way Supervisor and signed Quitclaim Deed in favor of Burlington Northern, Inc., as provided for in the agreement with Burlington Northern dated April 9, 1974.

Sale of Surplus Materials Source (WYO-3) Located at Freedom, Wyoming. The Board signed a Deed conveying Materials Source WYO-3 to Silver Star Telephone, Inc., who was the successful bidder on the property at a sale held June 4, 1975.

Reversion of the Old Portneuf Checking Station to Thyberg Discussed. The Board deferred a decision to confirm a reversion to Thyberg of the old Portneuf Checking Station. The Right of Way Supervisor was instructed to consult with Legal Counsel to determine if this reversion would be legal. The Board will reconsider this matter at their September meeting.

Easement to Mountain States Telephone Company.

US 30	F-1481(24) Lund-Alexander & S.A.P. #72-A	Mountain States Telephone	Stockpile Site No. 1489
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The Board signed an easement in favor of Mountain States Telephone Company across a stockpile site owned by the Department at the junction of US 30 and SH 34 at Alexander.

Quitclaim Deed in Favor of Strand Companies, Inc.

US 30	F-3281(5) Meridian - Cole School	The Strand Companies, Inc.	Parcel Nos. 79 through 83
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The Board resigned a Quitclaim Deed in favor of the Strand Companies, Inc., releasing the junkyard and sign setback and the irrigation and drainage easement in exchange for an additional 5-foot strip of right of way along Fairview.

Sale of Wilma Theatre Property Discussed.

I-90	I-90-1(47)61	Wilma Theatre	Parcel No.
	E. Wallace to		19
	W. Wallace		

The Right of Way Supervisor reported to the Board that the Wilma Theatre property didn't sell at an auction held on July 25, 1975. The Board's decision was to retain the property until after the project is complete--unless traded to the adjacent property owner during negotiations for other needed right of way.

Board Policy Approved. The Board approved the following Board Policy:

B-27-01 - Charter or Rented Aircraft and Pilot's Requirements

The Department Director, with counsel from the Aeronautics and Public Transportation Advisory Board and the Aeronautics and Public Transportation Administrator, shall establish and monitor rules and regulations for charter aircraft and pilots which are operating for or on behalf of the State of Idaho.

WHEREUPON, the Board adjourned at 12 noon.



CARL C. MOORE, Chairman

Read and Approved
September 17, 1975
Boise, Idaho

HHG594

MINUTES OF THE
REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD
and
EASTERN IDAHO BOARD TOUR

September 15 - 19, 1975

The Idaho Transportation Board met in regular session at 8:30 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Monday, September 15, 1975. Present were:

Carl C. Moore, Chairman - Director, District 3
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
Worthie Rauscher, Aeronautics & Public Transportation
Administrator
H. L. Day, Board Secretary

Director's Report. Mr. Manning briefed the Board on the testimony he is scheduled to present today to the legislative committee that is conducting hearings on the state employee compensation plan (the Hay Study).

Legal Report. Legal Counsel Faber Tway described a problem concerning certain "omitted lands" in Idaho Falls that were acquired for highway right of way. The people who claimed ownership and from whom land was taken by government withdrawal fall into three categories: 1) those who protested the taking and who filed suit against it; 2) those who stipulated possession with the understanding they would be compensated if their interest were validated; and 3) those who took no action. The first two groups will be paid now that their ownership has been proved through litigation. The Board authorized the Department to settle with group three on the same basis as groups one and two for the sake of equity. Thirty-one parcels are involved with a total of about \$60,000, including interest. The Department will verify that the Federal Highway Administration will participate in payment.

Aeronautics & Public Transportation. Mr. Rauscher reported to the Board that in July 1974 the Department was offered by the Urban Mass Transportation Administration \$144,000, to be matched with \$36,000, for transportation facilities of the elderly and handicapped. Well over 100 private non-profit agencies in all Idaho cities over 5,000 population were notified of the available funds, the 20 percent matching requirement, and provided with applications. Informational meetings were held in all parts of the State to insure complete dissemination of information.

September 15, 1975

An interagency committee was established to review applications and recommend projects to UMTA for funding.

Final application, that was approved by UMTA, requested \$158,000 with the \$39,000 matching being provided by seven agencies around the State.

Mr. Rauscher recommended and the Board concurred in authorizing the Administrator of Aeronautics & Public Transportation to act as agent for the Idaho Transportation Board in entering into contract with UMTA, and to authorize the Division of Aeronautics & Public Transportation to accept the grant offer of \$158,000 and local matching moneys of \$39,500 and act as purchasing agent for equipment.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

BR-RF-5152(017), Key No, 950, St. Maries River Bridge-St. Maries, Benewah County - General Telephone Co. of the Northwest

ROS-6(1), Key No. 746, Correction of Roadside Hazards, Jefferson & Madison Counties - Mountain Bell

RS-6742(11), Formerly S-6742(8), Key No. 199, State Highway 48, Rigby-East, Jefferson County - Intermountain Gas Company, Utah Power & Light Company and Mountain Bell

HHS-7323(002) & (003), Key Nos. 391 & 447, Fairview (US 30) & Cloverdale Road, Fairview & Five Mile Rd., Signals, Ada County - Idaho Power Company and Mountain Bell

M-7242(001), Formerly F-2361(32), Key No. 79, 2nd Ave., S. & W., Twin Falls, Twin Falls County - Idaho Power Company

Highway Operation's Report. Don Cox, Chief of Highway Operations briefed the Board on the condition of the White Bird Bridge; the effective use of the slurry seal process on I-80N west of Meridian; and a budget item for another dryer-drum hot mix plant.

HHG594

EASTERN IDAHO BOARD TOUR

The Board began their tour of Eastern Idaho in Boise at 9 a.m., Monday, September 15, 1975. Those on tour were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice Chairman - Director, District 2
 (joining the touring party in Mountain Home)
 Roy I. Stroschein, Member - Director, District 1
 Darrell V Manning, Director, Idaho Transportation Department
 (joining the touring party in Pocatello)
 E. D. Tisdale, State Highway Administrator
 Worthie Rauscher, Aeronautics & Public Transportation
 Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Administrator, Federal Highway Administration

District Engineers from the respective Districts accompanied the Board on tour in their Districts.

At each of the public meetings on the tour, the Board and Department administrative officers took the opportunity to comment on the uncertain future of State and Federal-aid highway programs, and the need for additional revenues for fiscal year 1977.

The following items were recorded and read and approved by the Board in Boise:

Mountain Home Meeting. The Board met with City officials, members of the Chamber of Commerce and Representative Virgil Kraus.

Mr. Sacht and Mr. Tisdale answered several questions about developments on SH-68 including the project now under contract; the Cat Creek Summit and Tollgate - I-80N segments; and the urban proposal in Mountain Home.

There followed a discussion of the information and outdoor advertising sign programs. The Board looked at what the City officials maintained was a directional signing problem at an I-80N connector east of the City.

Luncheon Meeting at Twin Falls. The Board met in a luncheon meeting with City officials, County Commissioners, and representatives of the Chamber of Commerce.

Mr. Tisdale responded to questions about the priority status of several projects in the Twin Falls area, including the Addison Avenue and West Five Points proposals; and the airport access road. He explained funding problems involved with the Urban C and D Programs.

There followed a discussion of plans for US 93; the possible bypass of Twin Falls; and plans for improvements north of the City.

The City Manager asked the Department's help in setting transportation project planning priorities. Mr. Moore commented on Federal program and funding uncertainties; and Mr. Tisdale suggested that local and State representatives cooperate in setting priorities using the newly drafted Twin Falls transportation study as a reference.

Mr. Rauscher answered a question about the Federal Aviation Program by reporting that any proposal to extend the airport aid program may not be reported out by a congressional committee until November. He described the kind of program the Department supports for Idaho.

American Falls Meeting. At a meeting with American Falls City officials, the Mayor described a problem involving an adjustment in grade on one block of SH-39 (Idaho Street) in downtown American Falls. To facilitate the adjustment, it would be necessary to reduce the width from 100 to 84 feet. Normally this would require elimination of angle parking. Because this would work a hardship on some merchants, the City asked the Board to consider an exception to the angle parking prohibition. Chairman Moore stated that the Board would look at the problem. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

The Mayor asked the Board to study a proposed relocation of SH-39 that would follow Oregon Trail Street from the railroad bridge to Lee Street, and easterly on Lee Street to an intersection with the existing highway. The Board agreed to include this alternative in its location studies.

In response to a request from the City Engineer, Mr. Tisdale and Mr. Nielsen said that the City could work with the Power County Highway District to submit a standby application for off-system funds, recognizing that all funds are now covered by requests from local government units.

The Board inspected the recently opened American Falls Bridge.

Dinner Meeting at Pocatello. The Board met in a dinner meeting with City officials from Pocatello and Chubbuck and representatives of the Pocatello Chamber of Commerce.

Pocatello's City Manager reported status of urban projects; inquired about relief from EIS requirements; the possibility of advance right of way acquisition for the Bench Road; projections of gas tax revenue (there followed a discussion of possible revenue sources); the use of a Department-owned gravel pit south of the City as part of a recreation area (it's a water-filled pit);

improving a portion of Center Street and turning it over to City jurisdiction (this will be on the October agenda); the status of Federal-aid highway legislation; the status of Federal airport aid legislation; and cooperation from the Department in improving the beautification at Oak and Yellowstone (the District will assist in this effort).

The City of Chubbuck inquired about the development status of a project on the Main Street through the City, and the Chamber asked for a report on the information meeting recently held on the Gould Street Overpass proposal.

Mr. Neilsen reported on the status of the first contract between Lava and Lund, and the Malad I-15 contracts. Mr. Rauscher responded to a question about Sun Valley - Key Airlines' proposal to supply air service from Pocatello to Sun Valley.

TUESDAY, SEPTEMBER 16, 1975

The tour group inspected the Ferry Butte Road crossing of I-15 to consider the possibility of converting it to an interchange. The Planning Bureau was asked to estimate the traffic use of an interchange. (ACTION: CHIEF OF PLANNING)

The Board inspected the SH-39 Alternate connection at Moreland. They concurred in the District's recommendation that an agreement should be sought with Bingham County to take this section on the county highway system. (ACTION: DISTRICT 1 ENGINEER)

Blackfoot Meeting. The Board met with representatives of the Chamber of Commerce, one City official, and State Senator Stan Kress.

The Board was asked to remove the raised medians on South Broadway Street (US 91) to facilitate business access. The change in status of US-91 was cited, and it was suggested that the speed limit be reduced to make a compensating improvement in safety. The Board agreed to look at the problem, and the District will prepare an estimate and project proposal for the October Board Meeting of the cost of median removal. The use of Federal-aid will be explored. (ACTION: DISTRICT 1 ENGINEER)

The Chamber expressed concern that Blackfoot is not listed on destination signs south of Pocatello, north of Idaho Falls or west of Arco. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Luncheon Meeting at Idaho Falls. The Board met in a luncheon meeting with the Chamber of Commerce, City officials, County Commissioners, Representative Elaine Kearnes, Senator Dane Watkins, and Representative Kurt Johnson.

Mr. Green and Mr. Tisdale commented on the development status and funding prospects for the Lewisville - Anderson project. Mr. Green reported on the status of US 20-191 projects from Rigby northerly.

Mr. Rauscher reported on the transportation program for the elderly and handicapped.

There were inquiries about: the West Broadway project from Snake River Bridge to the I-15 interchange; level of highway travel mileage; how much fiscal year '77 revenue is needed and how to get it. Bonneville County Commissioner Artell Suitter presented a recommendation in behalf of Bonneville, Bannock and Bingham Counties to establish a highway from Idaho Falls to Soda Springs with State financial assistance.

Meeting with Citizens' Committee for Highway Improvement. The Board met at Rigby with the Citizens' Committee for Highway Improvement and Representative Wayne Tibbitts.

Carl Agren, the Committee Chairman, read a prepared statement that was critical of the Board's decisions and the Department's actions in improving US 20-191 in the Rigby, Rexburg and Sugar City areas, and recommended that those involved be dismissed.

The Board and Mr. Manning reaffirmed the Board's goal--to reach decisions that are in the best overall interest of the public. Their statements were supportive of Department personnel.

Swan Valley Meeting. Representative John Sessions and a group of interested citizens joined the Board in inspecting a model depicting several alternative locations for US-26 between Granite Hill and Swan Valley. These alternates are scheduled to be presented at a location public hearing next winter.

Grand Targhee Meeting. The Board met with Driggs Mayor and Council, Chamber of Commerce representatives, Representative John Sessions and Senator Dick Egbert.

The Board members acknowledged the efforts of Representative Sessions and Senator Egbert in behalf of transportation in Idaho.

WEDNESDAY, SEPTEMBER 17, 1975

The Board met in business session on September 17, 1975.

Director's Report Continued. Mr. Manning proposed an agreement between the Idaho Transportation Department and the State Historical Society to lease the building presently occupied together with the lean-to and five feet thereof. The Board authorized the lease.

September 17, 1975

HHG594

Highway Revenue Measures Discussed. Having reviewed the Department's suggestions for highway revenue measures, the Board expressed concern with a registration tax based on engine size. They suggested that ITD prepare basic proposals utilizing a two cent gas tax increase (or its equivalent as a variable tax) with the remainder of the required \$9.7 million from some form of increase in vehicle registration. The Department was authorized to prepare proposals, using these criteria, for discussion purposes with the Governor's office and subsequently with legislators and community groups. The Board expressed interest in a value-based tax. (ACTION: CHIEF OF PLANNING)

Rest Area/Snowmobile Parking Area on SH-68. Mr. Barron presented two letters from snowmobilers expressing interest in developing a rest area/snowmobile parking area on SH-68 about seven miles west of Hill City. Elmore County has tentatively agreed to develop and maintain this area if the Commissioners receive a written request from the snowmobile interests providing development funds are made available from the State Parks Department sources (BOR and ORV funds). Under this arrangement Elmore County would pay the Division of Highways to plow the area in the winter. Mr. Barron will contact the snowmobile interests about the letter to Elmore County.

Development Status of Urban D Projects Reviewed. Mr. Tisdale asked the Board to review the relative priority of several Urban D projects so that decisions can be made at the October meeting.

Criticism from I-90 Citizens Task Force Committee Discussed. Mr. Barron expressed concern about continuing criticism from the Citizens Committee that has been active in the environmental review of the Coeur d'Alene East segment of Interstate 90. Mr. Moore agreed to send the Committee a letter explaining the Board's position at this point in the project development process. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Board and Tri-Agency Meeting Dates Set. The Board agreed to a Tri-Agency meeting in October provided the Board has an opportunity to meet in advance to consider the program. Accordingly, an extra day (October 15) was added to the October meeting. A District 3 tour will be scheduled on the 15th, with the Tri-Agency meeting scheduled on the 16th.

Minutes. The Board approved the minutes of the July - August Board Meeting.

Maintenance Management System Consultant Approved. It was reported to the Board that through in-house efforts of the Maintenance Section, significant progress has been made in developing the tools for a maintenance management system. A basic training course has been given to the field organization, scheduling procedures have been developed, a field inventory of the highway system has been tabulated and performance standards prepared for principal maintenance activities.

In reviewing alternate management systems now operating in other states, the Department selected the Nevada system as that most suitable to Idaho needs. The development work done to date on the Idaho system has been patterned closely after the Nevada system, and it is intended to continue the system development in this fashion.

Because the Nevada system was designed and installed by Byrd, Tallamy, McDonald and Lewis, the consultant can offer specific experience and qualifications to assist the Idaho staff in completing a similar system quickly and efficiently.

Byrd et al spent three days analyzing the status of the Department's in-house efforts for this program and by agreement will complete the system on July 1, 1976, for actual cost plus \$3,600 fixed fee not to exceed a total cost of \$43,800.

It was recommended and the Board concurred in engaging Byrd et al to complete the maintenance management system for Idaho.

Location and Design Approval for Projects U-3021(36) and M-7323(001), Fairview Avenue, Chinden Boulevard to 27th Street in Boise. An opportunity for a location and design public hearing was given. No requests were received, so no hearing was held.

The Board approved the location and design of the projects as currently developed.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
ROS-6(3) (Formerly ST-6423(501))	Oakland Waste Ditch Bridge & Approaches US 20, M.P. 302.76 0.18 Mile	Standard Approach Policy

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

RF-6471(74) - The work consists of drilling, casing, furnishing and installing well screen assembly and develop 8" well at two locations in Rigby, North and South Rigby I.C., in Jefferson County - Federal Aid Primary and State financed. As no bids were received, the Highway Division may go force account or negotiate with contractor. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

September 17, 1975

HHG594

RS-6746(2) - The work consists of constructing the roadway, drainage structures, road mix surface and seal coating 6.918 miles of the Menan to Lorenzo Road, in Jefferson County - Federal Aid Urban Secondary and State financed. The contract was awarded to Gray Landscaping, Inc., Idaho Falls, Idaho, the low bidder, on September 24, 1975, in the amount of \$503,658.00 - Alternate No. 2 (Metal Pipe).

BR-RS-3712(15) - The work consists of constructing a 31' concrete bridge and approaches on 0.014 mile of SH-19, Golden Gate Canal, in Canyon County - Federal Aid Secondary and State financed. The contract was awarded to J. M. Hess Construction Co., Inc., Nampa, Idaho, the low bidder, on September 8, 1975, in the amount of \$60,296.00.

ROS-6(1) - The work consists of eliminating roadside hazards, reconstructing shoulders and installing guard rail on various highways in District 6, various Counties - Federal Aid Roadside Obstacle and State financed. The contract was awarded to Idaho Peat Ind., Downey, Idaho, the low bidder, on September 10, 1975, in the amount of \$118,710.00.

HHS-2361(39), (42) and US-2862(8) - The work consists of installing traffic signals at the intersections of US 30 and Eastland, Main and Hiland, Overland and Alfresco Road, in the vicinity of Twin Falls and Burley, in Twin Falls, Cassia and Minidoka Counties - Federal Aid and State financed. The contract was awarded to C-L Electric Co., Pocatello, Idaho, the low bidder, on September 3, 1975, in the amount of \$160,160.00.

BR-RF-6471(075) - The work consists of constructing the roadway, drainage structures, plant mix pavement and constructing a 42' prestressed concrete bridge on 0.024 mile of US 20-191, Egin Canal Approaches and Structures (St. Anthony), in Fremont County - Federal Aid Bridge Replacement and State financed. The contract was awarded to Goodwin Construction Co., Blackfoot, Idaho, the low bidder, on September 20, 1975, in the amount of \$161,157.00.

RS-3809(19) - The work contemplated under this contract consists of constructing a plant mix pavement (overlay) on approximately 9.721 miles of SH-68, Cat Creek Summit West, in Elmore County - Federal Aid Secondary and State financed. The contract was awarded to H-K Contractors Inc., Idaho Falls, Idaho, the low bidder, on September 17, 1975, in the amount of \$213,570.00.

BR-RF-5152(017) - The work consists of constructing the approaches and a 240' steel bridge on 0.132 mile of US Highway 95 Alt. over the St. Maries River at St. Maries, in Benewah County - Federal Aid Bridge Replacement and State financed. The contract was awarded to A & R Const. Co., Lewiston, Idaho, the low bidder, on September 8, 1975, in the amount of \$568,177.75.

BR-RS-3856(005) - The work consists of constructing a 473' prestressed concrete bridge and seal concrete surface over the Payette River on SH-52 east of New Plymouth, in Payette County - Federal Aid Bridge Replacement and State financed. All bids were rejected and the project will be readvertised.

RS-RSG-4809(9) - The work consists of constructing the roadway, drainage structures, plant mix pavement and 245' prestressed concrete overpass on 2.882 miles of SH-8, 3.8 miles south of Bovill, East, in Latah and Clearwater Counties - Federal Aid Secondary and State financed. The contract was awarded to Max J. Kuney Co., Spokane, Washington, the low bidder, on September 8, 1975, in the amount of \$1,768,750.00.

ROS-2(3) - The work consists of flattening slopes, improving guard rail, replacing ditches with pipe, replacing and extending pipe and removing trees and stumps on approximately 30.14 miles of US-30, Gridley Bridge - Twin Falls, in Gooding and Twin Falls Counties - Federal Aid financed. The contract will be awarded to Idaho Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$334,690.00. The State Highway Administrator consulted with Board members by phone and received their concurrence in the award.

HHS-5116(35) - The work consists of reconstructing the intersection, placing a plant mix overlay and installing traffic signalization on 0.227 mile of U.S. Highway 95, Lincoln Way and Apple Way in Coeur d'Alene, in Kootenai County - Federal Aid Hazard Safety and State financed. The contract was awarded to Maxwell's Electric, Spokane, Washington, the low bidder, on September 18, 1975, in the amount of \$82,300.75.

LSF-11-1(3) - The work consists of landscaping and installing an underground sprinkler and water system at the west end of the Snake River Bridge, Marsing Landscaping, in Owyhee County - Federal Aid Landscape and State financed. The contract was awarded to A & J Construction Co., Inc., Homedale, Idaho, the low bidder, on September 11, 1975, in the amount of \$55,833.75.

ROS-5(1) - The work consists of roadside obstacle removal and furnishing and installing precast concrete guard rail of various highways north of Coeur d'Alene, in Kootenai and Bonner Counties - Federal Aid Roadside Obstacle and State financed. The contract was awarded to Robert Severance, Hazelton, Idaho, the low bidder, on September 22, 1975, in the amount of \$80,570.00.

ERFO-3908(1) - The work consists of repairing the roadway, extending pipe culverts and constructing drainage structures on 16.003 miles of intermittent roadway, Lick Creek Summit - Yellow Pine, in Valley County - Federal Aid and State financed. The contract will be awarded to Galey Construction Co., Boise, Idaho, the low bidder, in the amount of \$348,208.50. The Valley County Commissioners concurred in this award.

September 17, 1975

HHS-7323(002), HHS-7323(003) and HHS-7323(004) - The work consists of furnishing and installing traffic signals, widening and a plant mix overlay in the intersections at US-30 and Cloverdale Road and US-30 and Five Mile Road, S.H. 44 and Collister Drive and furnishing and installing a traffic signal at the intersection of Fairview Avenue (US-30) and Curtis Road, in Ada County - Federal Aid Hazard and State financed. The contract was awarded to Tri-State Electric, Inc., Boise, Idaho, the low bidder, on September 19, 1975, in the amount of \$111,838.00.

RF-6471(39) & RS-6742(11) - The work consists of constructing the roadway, drainage structures, 147' steel overpass, sprinkler system, plant mix pavement and seal coat on 5.636 miles of US 20-191, South Rigby - Lorenzo and 0.226 mile of SH-48, Freeway - East, in Jefferson County - Federal Aid Rural Primary and Secondary and State financed. The contract will be awarded to Robert Burggraf Co., Idaho Falls, Idaho, the low bidder, in the amount of \$2,184,477.00 - Alternate No. 2.

M-7242(001) - The work consists of constructing the roadway, drainage structures, curb and gutter, sidewalks and plant mix pavement on 1.157 miles of Second Avenue West and South (US 30) in Twin Falls, Twin Falls County - Federal Aid Urban and State financed. The contract was awarded to Beymer Paving, Inc., Twin Falls, Idaho, the low bidder, on September 23, 1975, in the amount of \$567,340.50.

BR-RS-5760(3) & ER-5760(5) - The work consists of constructing the roadway, plant mix surface, 23' concrete bridge and retaining wall on approximately 0.303 mile of SH-4, Burke-South, in Shoshone County - Federal Aid Bridge Replacement and State financed. The contract will be awarded to R. Redding Construction Co., Spokane, Washington, the low bidder, in the amount of \$312,174.50.

SRS-10-736(68) and (70) - The work consists of illumination, relocating concrete posts and placing pipe handrail at various locations in the City of Idaho Falls, Cemetery Drive and Tautphaus Park, in Bonneville County - Federal Aid and State financed. As the low bid was 42.67 percent over the Engineer's Estimate, the bid was rejected.

Building No. 6181 - The work consists of constructing a 44' x 90'8" concrete and pumice block maintenance building and providing a complete water system and disposal system in the vicinity of Challis, Idaho, in Custer County - State financed. The contract will be awarded to Cookson Construction Company, Salmon, Idaho, the low bidder, in the amount of \$111,058.00.

Building No. 2201 - The work consists of constructing a 44' x 114'-8" concrete and pumice block maintenance building and providing a complete water system and disposal system in the vicinity of Carey, Idaho, in Blaine County - State financed. The contract will be awarded to Arrington Brothers Construction, Twin Falls, Idaho, the low bidder, in the amount of \$112,261.00.

Settlement in Excess of \$60,000.

S-3712(5) R/W
M-7823(001)
Caldwell West C.L.-
Cleveland Blvd.

Albert E. Hildinger

Parcel Nos.
24 & 25

The Board confirmed their verbal authority given on August 12, 1975, for settlement of this parcel at \$284,500.

Wilma Theatre Remainder, Project I-90-1(47)61, Parcel 19. As previously discussed with the Board, the remainder of the Theatre property would not sell at the \$24,000 minimum acceptable bid. There have been several inquiries as to what the Department now plans to do with the remainder. Also the District is concerned about the liability of maintenance if the life of the building is extended through another winter.

A fee appraiser was asked to give another estimate of value based on the new condition after the building was damaged by demolishing the Theatre portion, rain, vandalism and theft. He estimated a cost to rehabilitate the building of \$22,700 and the selling value of \$35,000 after rehabilitation. This gives a value of \$12,300, as is, which is approximately \$4,000 less than the basic land value.

The Board favored demolition of the building and requested the Division of Highways to get an estimate of demolition cost and another independent appraisal of base land value for final consideration by the Board at its October meeting. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Federal Aid Off-Systems Program Status Report. A status report of the Federal Aid Off-Systems Program was presented to the Board. It was noted that there are 39 local units participating in the program with 59 projects. The estimated construction cost of those projects is \$4,418,000 with Federal aid supplying \$3,446,000 and local funding \$972,000.

Utilization of Urban "C" Funds on U.S. Highway 95 Lewiston Hill I.C., Project FF-4114(29), P.E. and R/W. It was reported to the Board that Urban "C" Funds totaling \$1,100,000 are proposed to pay for advanced right of way purchase on the Lewiston Hill Interchange project.

Projects planned to obligate these funds cannot be completed in the immediate future due to Project U-2361(36), U.S. 93, West 5 Points in Twin Falls, being in Supreme Court for settlement and Project U-2391(10), U.S. 93, Addison Avenue in Twin Falls, being detained due to right of way negotiations and condemnations. The remaining available Urban "C" Funds will be obligated on Project U-3021(36), U.S. 30, Fairview Avenue in Boise.

September 17, 1975

HHG594

The Department recommended and the Board concurred in the transfer of funds.

Temporary Utilization of Urban "D" Funds. To finance Project RR-4114(23), U.S. 95, Lewiston Hill, \$1,381,254 was transferred from Urban "D" Funds to Priority Primary Funds. This transfer was approved by the Board on June 5, 1975.

The Department recommended that the funds be shifted to Rural Primary Funds. This would result in a payback to the Urban "D" Programs from Rural Primary rather than Priority Primary Funds. The reason for this request was to reserve all Priority Primary Funds possible to fund Project FF-4114(41), U.S. 95, Lewiston Hill I.C. Rural Primary Funds cannot be used on this project since it is within the urban limits of Lewiston.

The Board approved the transfer of funds.

Concrete Pipe Versus Metal Pipe. The decision was made at the August Board Meeting to report results of bids on pipe alternates on U.S. 191-20, Rigby - Lorenzo, S.H. 48, Rigby East, and the County Menan - Lorenzo project.

The prices reflected an average difference of \$6,109.04 savings on 3,540 L.F. of pipe culvert in the use of metal pipe. In using the low bid the actual savings afforded these projects was \$7,702.00.

The Department recommended and the Board concurred that the results of bids be submitted to Amcor Inc. and to advise them that the present Board Policy is in the interest of the public and will remain unchanged unless economics warrant a revision.

THURSDAY, SEPTEMBER 18, 1975

Ashton Meeting. The Board met with the Mayor and Council members of Ashton.

In response to a request for a Main Street improvement project, Mr. Tisdale said the most likely source of funding would be the Federal Aid Secondary Program. The District will work with the City in assessing the potential for developing a project. The District Engineer agreed to check a drainage problem along the south side of Main Street near the U.S. 20-191 junction. (ACTION: DISTRICT 6 ENGINEER)

The City asked that the Highway Division clean up the old dump property acquired several years ago for a maintenance site. The Mayor also requested lowering the 50 mph speed limit on U.S. 20-191 through Ashton. The District will check the possibility of reducing the limit on a trial basis and report to the Board. (ACTION: DISTRICT 6 ENGINEER)

The Board agreed to putting a sign in Ashton advising that S.H. 47 is closed _____ miles ahead in winter. The Board agreed to entertain the possibility of entering a cooperative agreement with the City for beautification of the S.H. 47, U.S. 20-191 junction. The District Engineer will explore the use of State forces to do the work. (ACTION: DISTRICT 6 ENGINEER)

Sugar City Meeting. The Board met with the Sugar City Mayor, Council, School Board Members, and interested citizens.

The Mayor presented the City's recommendations on access to Sugar in connection with the relocation of U.S. 20-191, to wit, that S.H. 33 not be extended westerly to a connection with U.S. 20-191; that a grade separation be provided ultimately at the U.S. 20-191, Sugar - Salem Road intersection; and that present U.S. 20-191 be retained on the State Highway System between Rexburg and Sugar. Mr. Tisdale explained the actions that had been taken as a result of the corridor hearing, and assured the group that their recommendations will be presented at the design public hearing.

Rexburg Mayor Porter, A City Councilman and a representative of the Madison County Senior Citizens visited the meeting to inquire about the senior citizens' bus to be purchased under the UMTA 16b program. Mr. Manning gave the group a progress report.

Arco Luncheon Meeting. The Board met at a luncheon meeting with the Arco City Council and Chamber of Commerce.

The City officials posed several questions on the following subjects: The Arco - Minidoka Road concept; future plans for improving U.S. 20-26 from INEL junction easterly; replacement of the bridge at Lost River Rest Area; improvement of U.S. 20-26 from Arco to Carey; the access road to and highway signing for the airport (signs will be provided - ACTION: DISTRICT 6 ENGINEER); and the Off-System Road Program.

Mr. Green assured the City that an agreement would be prepared soon to transfer property rights at the Highway Division's gravel pit necessary to meet airport requirements.

Carey Meeting. The Board met with interested citizens and a County Commissioner.

Howard Johnson reported on highway improvements underway and contemplated in the Carey area.

The community representatives expressed concern about needed improvements on U.S. 20-26 between Carey and Arco, particularly at Tomcat Hill; about the Silver Creek Bridge near Picabo; about surface and drainage improvements on Main Street; and about a flashing caution light at the U.S. 20-26, S.H. 68 junction.

September 18, 1975

Gooding Dinner Meeting. The Board met in a dinner meeting with the Mayor of Gooding and the Gooding County Planning Commission.

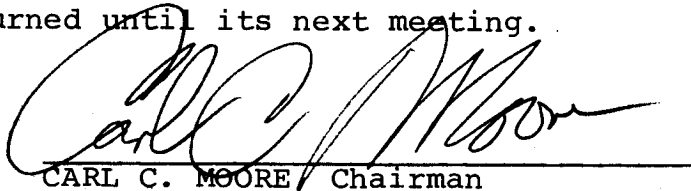
In response to a request from the Planning Commission for assistance in developing a zoning ordinance, Howard Johnson pledged the District's cooperation in the development of the portion of the ordinance that relates to outdoor advertising signs.

Mr. Tisdale explained sources of highway funding potentially available to the City.

FRIDAY, SEPTEMBER 19, 1975

The Eastern Idaho Tour continued via SH-68 and I-80N and ended in Boise at noon on September 19.

WHEREUPON, the Board adjourned until its next meeting.



CARL C. MOORE Chairman

Read and Approved
October 16, 1975
Boise, Idaho

MINUTES OF THE

IDAHO TRANSPORTATION BOARD TOUR OF DISTRICT 3

October 15, 1975

and

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 16 & 17, 1975

The Idaho Transportation Board began their tour of District 3 in Boise at 8:30 a.m., Wednesday, October 15, 1975. Those on tour were:

Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
Darrell V Manning, Director, Idaho Transportation Department
E. D. Tisdale, State Highway Administrator
W. W. Sacht, District 3 Engineer
H. L. Day, Board Secretary

October 15, 1975

On the way to Weiser the group inspected the slurry seal on Interstate 80N between Meridian and Caldwell; the locations of the proposed Interstate 80N interchanges at Ustick and Karcher; the Pete Echevarria property near Caldwell; and the proposed Galloway Bridge site in Weiser.

Weiser Meeting. The Board met with Mayor B. R. Westberg and representatives of the Weiser Chamber of Commerce.

Mr. Sacht reported that the Galloway Canal Bridge project is ready pending availability of funding. There followed a discussion of the Department's projected financial condition.

The Mayor expressed concern that communities were not given enough lead time to plan and budget for off-systems road projects.

There was a discussion of a possible Weiser bypass on U.S. Highway 95 with respect to Weiser's comprehensive plan and developmental impact on right of way through a bypass corridor. The Mayor said he supports transportation planning in a regional context along with comprehensive planning, and encouraged the development of area citizen advisory committees.

Mr. Manning commented on planning needs for the Weiser airport. The Mayor said that a (presumably) FAA representative from Seattle had discouraged the development of a master plan. The Director will attempt to check the source of this information. (ACTION: A&PT ADMINISTRATOR)

The meeting concluded with the City representatives urging the installation of a traffic signal at U.S. 95 - U.S. 30 intersection and a discussion of City interest in helping to expedite a beautification project at the intersection of U.S. 30 and S.H. 70.

Enroute to McCall, the group inspected the recently completed Mesa Hill project and the northern terminus of what has been suggested by the Emmett Chamber of Commerce as a new road location from Emmett northerly through Indian Valley. (See Emmett delegation report, Thursday, October 16.)

Luncheon Meeting at McCall. The Board met in a luncheon meeting with Mayor Donald L. Boos and 15 representatives of the McCall Chamber of Commerce.

The Mayor opened the meeting with mention of an east McCall bypass and an urban-type improvement through town.

Mr. Sacht responded with a summary of past action on a bypass proposal and said a public information meeting on this subject would be held next winter.

Mr. Tisdale stated that a proposed bypass access to Ponderosa State Park on the east side of McCall would most probably have to be a local Federal-aid secondary project if the route meets functional classification standards.

Mr. Sacht reported that a public information meeting is planned to air the Smith's Ferry to Round Valley highway corridor. He also described planned safety improvements in the area of Banks.

Mr. Barron and Mr. Manning commented on the Department's budget problems and the need to economize as well as the need for additional State highway user revenue. The adverse effects of reduced revenue on the State and Federal-aid construction programs were described. Mr. Manning and Mr. Tisdale commented on the damaging effects of inflation and the several diversions of highway revenue.

THURSDAY, OCTOBER 16, 1975

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Thursday, October 16, 1975. Present were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice Chairman - Director, District 2
 Roy I. Stroschein, Member - Director, District 1
 Darrell V Manning, Director, Idaho Transportation Department
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Administrator, Federal Highway
 Administration

Minutes. The Board approved the minutes of the September meeting and tour as amended.

November and December Board Meeting Dates Set. The Board scheduled its November meeting for November 12 and 13, with a joint meeting with the Interim Legislative Highway Committee on November 13 at 10 a.m.

The Board set its December meeting for December 2 and 3.

Forest Highway Program/Preview. Wayne Pickerill, Project Programming & Scheduling Supervisor, reviewed the Forest Highway Program with the Board. The Board, in a discussion of priorities agreed that the Dutch Oven Curves section of the Elk City road, the Wayan - Freedom project, and the St. Joe River highway project should be brought to contract stage as early as possible. Any available funds in excess of the total of these awards would be used on the Leggett Creek section of the Elk City road.

For fiscal year 1978, the Board suggested advancing the Crooked River - Red River Junction section of the Elk City road from fiscal year 1979; stated that the Ketchum - Challis project is dependent upon the availability of Federal-aid funds other than Forest Highway funds to complete the paving on U.S. 20-191 at Federal Hill.

The Board concurred that the Silver Bridge South project on S.H. 55 should be extended to provide traffic service upon completion.

Director's Report. Mr. Manning presented the following list of proposed legislation with some explanatory comments to the Board:

1. Speed Limit Bill
2. Highway User Revenue Bills
3. Tax Law Change
4. Operation of Motorcycle (Endorsement on Driver's License)
5. Regional Airport Authority
6. Highway Weights
7. Definition of Highways
8. State Land Title Conveyance
9. Public Transportation Authority Act
10. Traffic Safety Commission Reorganization
11. Airport Development Act
12. Metric System Changeover
13. Bicycle Equipment
14. Alcohol Tests to Surviving Drivers Involved in Fatal Accidents
15. .10% Blood Alcohol Content
16. Preliminary Breath Test
17. Deletion of Individual Accident Report Forms
18. Open Containers of Alcohol

Mr. Manning described the State personnel salary structure survey commissioned by the Legislature (the Hay Report) and the Department's critiques of the proposal before the Personnel Commission and the special legislative committee. He gave the Board copies of his testimony.

He said the Department will present testimony at the Corps of Engineers' public hearing on October 31 with our views on regulations proposed to implement Section 404 of the Federal Water Pollution Control Act. The Board concurred that we should express our opposition to certain provisions.

The Director brought the Board up-to-date on the Department's successful effort to gain concurrence from the FHWA to remove a substantial portion of the Trail Creek Road from the Federal-aid secondary system, over the active opposition of Region IV Forest Service.

The Manpower Totals Report was noted by the Board.

Access to Echevarria Property Adjacent to Interstate 80N Near Caldwell Discussed. Mrs. Pete Echevarria representing her husband in the matter of access to a 12 acre landlocked parcel owned by the Echevarrias adjacent to Interstate 80N near Caldwell met with the Board.

The Board explained its position relative to the acquisition of rights of way and suggested that the Echevarrias may have the right of private condemnation subject to just compensation.

Moscow Delegation Meets With Board. The following members of the Moscow City Council and Chamber of Commerce met with the Board:

George Russell, Councilman
 Jim Anderson, Councilman
 Bill Smith, Director of Public Works
 Bill Parish, Vice President, Chamber of Commerce
 Larry Grupp, Manager, Chamber of Commerce
 Ralph Hawkins, Chairman, Central Business District Committee

In response to a request for information on the status of development of the Moscow Couplet, Mr. Tisdale reported that approval of the Final Environmental Impact Statement and the completion of the location phase can be expected no earlier than February 1976. The design phase will require at least one year from that date, and will include the design hearing. He said the Final Environmental Statement reflects official opinion from the City on the development of the north and south project termini.

Bill Smith expressed concern that funding of that project with Urban D would adversely affect the City's other urban system project proposals. Mr. Tisdale explained the rationale for using Urban D money. The City and State will explore the ramifications of an interim urban system project to develop Jackson Street to an acceptable standard within existing rights of way pending conversion to one-way operation.

A question was asked about possible four-lane development of State Highway 8 west of Main Street. Mr. Tisdale explained that this is in a corridor study phase. A representative of the Gritman Memorial Hospital Board urged that the south terminus of the couplet be revised to avoid adverse traffic noise impact on their facility.

Gem County Delegation Meets With Board. A Gem County delegation composed of the following met with the Board:

Dan Jones, Gem County Commissioner
 Jim Little, Vice President, Gem County Chamber of Commerce
 A. J. Flanigan, Secretary, Gem County Chamber of Commerce
 Ken Rosecrans, Gem County Chamber of Commerce
 Frank Bork, President, Bork Motors, Inc. and B & W Fuels, Inc.
 Herbert Hetherington, Chairman, Hetherington Electric and
 Hetherington Orchards

The spokesman presented a case for developing a new State highway through Indian Valley from Emmett to U.S. 95 near Council.

The Board expressed appreciation of the merits of the proposal, but explained that existing commitments viewed from the perspective of anticipated resources make any such new development unlikely at this time.

Tri-Agency Forest Highway Meeting. John Mors from the FHWA Regional Federal Projects Office gave the group a project development progress report on several Forest Highway projects:

<u>Project</u>	<u>Public Hearing</u>	<u>Design Approval</u>	<u>Advertise</u>
Elk City Highway	Dec. 1975	March, 1976	July, 1976*
Wayan-Freedom	Jan. 1976	April, 1976	August, 1976*
St. Joe River Rd.	Nov. 1975	June, 1976	September, 1976
Banks-Lowman			Minimum 3½ years
N. Fork Payette			Minimum 2½ years

*Dependent upon required time for State to obtain right of way following design approval.

Mr. Tisdale reported on the Board's recommendations for project development priorities for fiscal year 1977. (See minutes of discussion October 16.) The group agreed with Mr. Mors' suggestion to extend the Dutch Oven Curves project on the Elk City road back toward Leggett Creek to insure that no gap be created between sections if there is not enough money to completely finance the Leggett Creek project. Otherwise the group concurred in the fiscal year 1977 recommendation.

Mr. Pickerill reported on the Board's recommendations for fiscal year 1978. Mr. Miller, Region IV - Forest Service, questioned the wisdom of programing three projects in successive years on the Elk City road. The group concurred in the logic of the Board's proposal to complete a badly needed improvement as quickly as possible. Mr. Miller also suggested that, before restrictions on road-building in the Sawtooth National Recreation Area make such work prohibitive, those activities with environmental impact, e.g., bridge widening or replacement, use of materials sources, cut modification, be programed as soon as possible. The Board asked that the paving projects on U.S. 93 be built with Forest Highway funds contingent upon the availability of other Federal-aid funding for the paving project on U.S. 20-191 at Federal Hill.

In a discussion of fiscal year 1979 and beyond, the Region I Forest Service representatives concurred in the need for the Enaville - Murray project, but stressed their interest in completing improvements on the St. Joe River road as far as Avery.

The Five Year Forest Highway Program, revised according to the consensus of the meeting, as shown in Exhibit C-96, is made a part hereof with like effect as though included in full herein.

Draft of F.Y. 75 ITD Annual Report Presented. A draft of the first consolidated ITD Annual Report was submitted to the Board for their review. The draft will be reviewed by the Board before the November meeting.

319(b) Highway Beautification Funds Allocated. Mr. Tisdale advised the Board that Idaho has been allocated \$220,000 of 319(b) Highway Beautification Funds. These funds are provided specifically for Project LWC-2392(536), Timmerman Rest Area.

The Board concurred in the allocation.

Relinquishment of Right of Way on S.H. 39 Requested. Mr. Stroschein asked that consideration be given to relinquishing a piece of right of way on S.H. 39 between American Falls and Aberdeen at the request of an adjacent property owner. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Revised Special Permit Regulations for Overwidth Hauling Vehicles. This agenda item was deferred and will be scheduled again for the November meeting.

Revision of Special Permit Regulations for Movement of Buildings and Houses. It was recommended to the Board that Special Permit Regulation 5-933 be revised to specify that a minimum passing lane of eight feet be required on two-lane highways, a minimum of 12 feet be required on completed Interstate System routes; or as a conditional option, when such minimum passing lanes are not available, the permittee may use turnouts, intersections, etc., to pass traffic but only when they are spaced no more than two miles apart and when traffic will be slowed or delayed for less than ten minutes. It was also recommended that an Idaho Public Utility permit number be required in all applications for buildings being hauled for hire as required by Idaho Code Section 61-801.

The Board concurred in these recommendations.

A hearing will be required under the Administrative Procedure Act to effect the revision. (ACTION: BOARD SECRETARY AND LEGAL COUNSEL)

Request to Haul Borrow Materials in Overlength, Overweight Combinations Considered. The Board was advised that a request had been received from Burggraf Construction Company to haul borrow materials with two belly dumps in overlength, overweight combinations on Projects RF-6471(39), RS-6742(11), Milepost US 20-319 to 328.

HHG594

The request was approved subject to review of axle configuration to assure that structures can be protected while allowing two-way traffic operations and in accordance with the following stipulations:

1. Crossing of all structures shall be on the centerline, with a constant speed not to exceed 20 mph, with no braking or stopping on bridge.
2. Approaches to all structures shall be leveled to grade line to provide a smooth transition from roadway to and from structure. Minimum length of approach to end of structure - 100 feet.
3. Expansion and contraction joints shall be maintained and protected from gravel spillage.
4. Floor of structure shall be swept clear of spilled gravel to protect wearing surface from abrasion by spilled materials.
5. The steel-through-truss bridge designed to H-15 standard at Milepost 326.22 over Snake River (Lorenzo Bridge) will not tolerate proposed load concentration safely and this structure must be bypassed.
6. The District must assure themselves that the 32,000 pound tandem weight is not exceeded.
7. Authority for such extra-legal operations shall consist of designating the affected highway as provided in Idaho Code 49-911 between U.S. 20-319 and U.S. 20-328.

Status Report on Selective Exclusion Signing. It was reported to the Board that the following has occurred since the July-August Board Meeting.

1. The Interstate sections picked for study are:

I-15W Virginia to McCammon
I-80N West Jerome to US 93
I-80N Broadway I.C. to Mountain Home
I-15 So. Idaho Falls - Johns Hole I.C.
District 5 has not picked a location.

2. Districts No. 1 and 3 have been collecting field data and have found a large number of hitchhikers on the Interstate.

Access Exchange Deeds Approved. The Board approved and signed the following:

Exchange Deed - Clarence and Anona Sparks and Paula Bingham, Permit No. 1-75-123, U.S. 30, M.P. 429.72, Project F-1481(10), Station 421+10. Widen existing 20 foot garage approach to a 40-foot joint use residential approach.

October 16, 1975

Exchange Deed - Nampa School District, Permit No. 3-75-107, S. H. 45, M.P. 26.01 to 26.09 left, Project US-3754(2), Station 406+48 to 410+77. Construction of curb and gutter section with 8-foot sidewalk to property line at Station 406+48; modification of 10-foot approaches to 30 foot approach into their extended parking lot and a 16 foot residential approach.

Right of Way Permit 1-75-90, Idaho Power Company Power Pole, I-15, Pocatello, Approved. The Board approved and signed Right of Way Permit 1-75-90 for placement of a pole within the full control of access area at the top of the cut section on I-15 right of way at Pocatello. The pole and transmission line will be maintained from off the highway right of way.

Request for Residential Approach on Project S-2809(13) Denied. Mr. Robert J. Barnes requested an approach to S.H. 68 at Milepost 179.21, Station 67+95, on two previous occasions. The request was denied by the Board on July 31, 1975, and in August 1974.

The Department recommended and the Board concurred that the request for an approach be denied. The District Engineer will confer with Mr. Barnes to explore the possibility of a joint-use approach with Mr. Joe Wurst. (ACTION: DISTRICT 2 ENGINEER)

Removal from the State Highway System (US 95). The Board approved the removal of three intermittent sections of State Highway No. US-95, located north and south of Mesa with a combined length of 1.380 miles, and abandonment of five intermittent sections of State Highway No. US-95, located north and south of Mesa with a combined length of 3.550 miles, as shown in official Exhibit B-139, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of two sections of State Highway No. US-95, the first section described as beginning at a point 7.744 miles north of Tensed and extending north 1.00 mile, and the second section described as beginning at a point 0.216 mile south of Plummer and extending south 1.200 miles; and the abandonment of a section of State Highway No. 2.667 miles in length and described as beginning at a point 8.744 miles north of Tensed and ending at a point 1.416 miles south of Plummer; as shown in official Exhibit B-140, which is made a part hereof with like effect as though included in full herein.

Proposal to Construct Interchange on Ferry Butte Road at its Junction with I-15 Discussed. It was reported to the Board that although the Ferry Butte Road is one of the few crossings of the Snake River in the vicinity of Blackfoot, it does not connect to Interstate 15. The Ferry Butte Road is the only crossing of the Snake River between Blackfoot and American Falls Dam. It connects a large agricultural area west of the Snake River with population centers east of the river.

Since the traffic on the Ferry Butte Bridge across the Snake River is only 450 ADT, the amount of traffic destined for either north or south would be minimal and the existing U.S. 91 would serve the same purpose with connections at the Fort Hall Interchange on the south and the South Blackfoot Interchange on the north. There would be very little time and/or distance savings from an interchange located on the Ferry Butte Road, and any cost-benefit would be negligible. The Board accepted, for the time being, the Department's recommendation that no further action be taken toward the development of an interchange proposal.

Pedestrian Goals and Objectives for Boise Metropolitan Transportation Study Approved. The Pedestrian Goals and Objectives to guide the pedestrian system transportation plan for the Boise Metropolitan Transportation Study were reviewed and approved by the Board.

FRIDAY, OCTOBER 17, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 Darrell V Manning, Director
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Administrator, Federal Highway
 Administration

FY 77 Budget and Revenue Data Presented. Mr. Manning presented budget and revenue data for fiscal year 1977. The Board concurred in taking such information to the public with the recognition that the revenue decision unit has not yet received approval from the Governor's office.

Structures on Sterling - Springfield Project Discussed. Blaine Sessions, Chief of Highway Development, reported on the development of the project to build structures on RS-1721(20), Sterling - Springfield.

Removal of Raised Medians on U.S. 91 in Blackfoot Reported. The Chief of Highway Development reported on the proposal to remove raised medians on U.S. 91 in Blackfoot. The District is prepared to negotiate with the City on the basis of 50 percent City participation. Before the City is approached, the Board directed the Division to pursue the possible use of Federal safety funds to help defray the cost of the project. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

October 17, 1975

HHG594

Status Report on Off-Systems Road Projects. N. S. Crossley, Local Roads Supervisor, presented a status report on the development of Federal-aid off-systems road projects. As the construction authority stage is approached, the Board asked to review the position of those local units who may exceed their allotment. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Request for Programming - US-20, Lorenzo Bridge. Wayne Pickerill, Project Programming & Scheduling Supervisor, reported to the Board that the pier caps, rails, curbs, and deck slabs on the Lorenzo Bridge are deteriorating. Portions of the deck slab have buckled slightly resulting in those sections having 1/4" to 1/2" gaps between the slab and supporting stringers. This condition is accelerating the deterioration of the deck slabs.

Repair is estimated at \$520,000 and replacement at \$1,080,000. Repair would result in a structurally acceptable structure of sub-standard clearances and load carrying capacity.

The Board concurred in the approval of preliminary engineering only for replacement of this structure with scheduling for construction established when the overall program review is conducted next spring.

Request for Programming - SH-33, Hatches Corner South & West. The Project Programming & Scheduling Supervisor reported to the Board that the proposed improvement would remove a ten degree curve and result in a safe speed of 60 mph. A length of 0.76 mile including a wooden structure over Leigh Creek would be realigned. The estimated costs are: Preliminary Engineering - \$5,000; Right of Way - \$16,000; Construction - \$269,000. This project is a potential Rural Secondary Project.

The Board concurred in the approval of preliminary engineering only at this time and schedule for construction when the overall program is established next spring.

Urban System Priorities. The Project Programming & Scheduling Supervisor reported to the Board that there is a remaining balance of \$3,478,000 Federal-aid "D" Funds. The Board was asked to adopt the following priorities for utilization of the funds:

1. Anderson Street - Butte RR Xing	\$ 855,000
US-20 BR, Briggs St. No.	508,000
Idaho Falls, Key Nos. 398 and 1095	
2. Fairview Ave. - Garden St.	945,000
27th, US 20-26 BR, Key No. 1030	
3. State St. 23rd - 36th, Boise,	1,212,000
SH-44, Key Nos. 95 and 96	
Total	<hr/> \$3,520,000

HHG594

The Board approved the above priorities following a review of the list of unobligated Urban "D" projects.

Status Report - F-2392(10), Jct. SH-68 - North Fork and S-2820(2), Ketchum - Sun Valley, US-93 and SH-75. Blaine Sessions, Chief of Highway Development, reported to the Board that in order to be in a position to use Federal funds for Bridge Replacement and other Safety Improvement projects, it is necessary to complete the Final Environmental Impact Statement based on the Board selection of the Existing Improved Plan. Three approaches are available to accomplish this:

1. Prepare the Final EIS based on a modified four-lane concept from Bellevue to Ketchum.
2. Prepare the Final EIS on the Do Nothing concept and handle minor safety improvement projects separately with appropriate environmental action.
3. Prepare the Final EIS based on a modified four-lane concept from Ketchum City Limits south three miles and between Ketchum and Sun Valley. All other sections would be based on a Do Nothing concept.

The Division of Highways requested the Board's permission to meet with local elected officials in the area to determine their position relative to Alternative 3. If a negative response is received, the Final EIS will be based on Alternative 2. If a favorable response is received, it will be based on Alternative 3.

The Board concurred in the Division's request. (ACTION: DISTRICT 2 ENGINEER)

Combined Location and Design Hearing Approved for Project F-3281(26), Nampa - Caldwell, U.S. 30. Ted Gwin, Environmental & Corridor Planning Supervisor, described a couplet concept, a non major improvement alternative, and a four-lane improvement on existing location, with emphasis on the last.

Mr. Tisdale advised that right of way acquisition would lend itself well to the use of advance right of way funds.

The Board concurred in the recommendation to hold a combined location and design hearing as soon as the Draft Environmental Impact Statement and plans can be prepared.

Lewiston Delegation Meets with Board. The following delegation from the City of Lewiston met with the Board to present their views on Project U-4114(20), U.S. Highway 12 through Lewiston:

Leonard Williams, Mayor, City of Lewiston
Armand Werle, City Manager, City of Lewiston
Tom Campbell, Reporter for the Lewiston Morning Tribune

October 17, 1975

Mayor Williams urged early construction of the approach to the Interstate Bridge, construction of the approach to the Clearwater Bridge when the structure is replaced, and deferral of decision on the couplet plan pending evaluation of operational characteristics with the truck bypass in service.

Project U-4114(20), U.S. Highway 12 Through Lewiston Discussed. The Division of Highways presented three alternative recommendations to the Board:

1. Plan 4 with Design Options D and C at Interstate and Clearwater Bridges, respectively;
2. Plan 2 with Design Options D and C at Interstate and Clearwater Bridges, respectively; and
3. Design Options D and C with deferral of decision on the couplet plan.

The Board adopted recommendation number three and the following determination was made by the Board:

Location Hearing Determination - Alternate Corridor Locations for the Relocation of U.S. Highway 12 Through Lewiston, Nez Perce County, Idaho, U-4114(20). A public hearing was held at the Lewiston Community Center, Lewiston, Idaho, at 7:30 p.m., Thursday, September 11, 1975.

The Board, having read the transcript made of the testimony and proceedings had at said hearing; including a review of all material submitted prior to the closing date for receipt of testimony; and, having been fully advised and considered the same, made the following decision in the above matter, to wit:

1. That Intersection Design Option D be adopted for the Interstate Bridge Approach as shown on the supplemental exhibit made available at the above hearing. The Interstate Bridge Interchange shall be designed and constructed to develop the earliest possible use of the "dike" bypass consistent with available financing.
2. That Interchange Design Option C be adopted with minor modification for the approach to the Clearwater Memorial Bridge. The layout as shown on page 95 of the Draft Environmental Statement would be modified to accommodate two-way traffic on Main Street. The Clearwater Bridge South Approach Interchange shall be constructed in conjunction with the replacement of the Clearwater Bridge as ordered by the U.S. Coast Guard.

3. Improvements between First Street and 19th Street would be the subject of future corridor public hearings. Further development of said improvements would be dependent upon subsequent traffic volume and capacity, and safety studies following completion (or abandonment) of other proposed highway improvements in the Lewiston area.
4. This proposal would provide greater benefit to the State of Idaho than the economic loss and damages resulting to the City of Lewiston from said changes.

Alternate Public Hearing Format Approved. Because of the excessive length of the current hearing process and the problems associated with obtaining an accurate transcript of verbal testimony, the following format was presented to the Board for its consideration:

1. Open discussion with Transportation Department representatives at various tables to answer questions. For non-controversial hearings this could last for one hour prior to formal presentation, for controversial hearings an information center could be manned for one-half day.
2. Formal presentation of Social, Economic, Engineering and Environmental data. Length would range from 30 minutes to 1.5 hours.
3. Recess to allow people to get any additional questions answered by Department personnel.
4. Formal question and answer session to expose those questions of concern to all in attendance.
5. Testimony - Forms would be provided which would require the name, address, and organization represented. It would provide adequate space for written testimony and could either be completed at the hearing or mailed to the Hearing Officer prior to the prescribed deadline. For individuals who do not write well, the recording equipment would be available for obtaining their oral testimony.

This format should reduce hearing time, provide a more complete and concise testimony and better document the citizen input. It allows citizens to turn in prepared statements and leave at any time following the formal presentation.

The Board concurred in the adoption of this hearing format for all future hearings. Mr. Wood will ask consideration of an opportunity for a group testimony period at the end of the hearing. To this the Board concurred.

October 17, 1975

HHG594

Public Hearings Scheduled. The Board was advised that the following projects are scheduled for public hearing:

1. Projects I-15W-5(10)117, I-15W-4(17)108, and I-15W-4(21)97 - Raft River - Rockland Jct. - I-15W (Scheduled for November 25, 1975). Location Hearing.
2. Project ROS-6(3), Oakland Waste Ditch Bridge, U.S. 20. Opportunity for Combined Location and Design Hearing.
3. Project ER-5705(3), Benewah Creek Flood Repair, Benewah County - Opportunity for Combined Location and Design Hearing.

Location and Design Approval for Project FL-11-1(4), 6.4 Miles North of Oregon State Line - North 6.8 Miles, US 95. An opportunity for a location and design public hearing was offered for October 8, 1975. Mr. Adam Blackstock requested a hearing because he felt access control planned for the project would not be compatible with his cattle crossing operation. When Mr. Blackstock was assured there would be no problem as long as the land in the vicinity of the project continues to be designated as open range, he withdrew his request for a hearing. Therefore, no hearing was held.

The Board approved the location and design of the project as currently designed.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bids:

BR-RS-3856(005) - The work consists of constructing a 473' pre-stressed concrete bridge and seal concrete surface over the Payette River on SH-52, East of New Plymouth, in Payette County - Federal Aid Bridge Replacement and State financed. The contract will be awarded to Miller Construction Co., Twin Falls, Idaho, the low bidder, in the amount of \$474,195.00.

Q-DP-F-4114(29) - The work consists of demolishing buildings, foundations, cleanup and disposal of debris on US-95, Lewiston Hill, in Nez Perce County - Federal Aid and State financed. The contract will be awarded to Goodfellow Brothers, Inc., Wenatchee, Washington, the low bidder, in the amount of \$22,500.00.

ROS-2(4) - The work consists of removing existing parapet rail and attaching guard rail on the PD-4 Canal, M Canal, U Canal and R Canal Structures and constructing approaches to U.S. 93, in Jerome County - Federal Aid and State financed. The contract will be awarded to Peter Kiewit Sons' Co., Twin Falls, Idaho, the low bidder, in the amount of \$94,429.00.

Building 6092 - The work consists of improving the lighting and installing condensation pump at the District Office in the vicinity of Rigby, U.S. 191, in Jefferson County - State financed. The contract will be awarded to Curtis Electric, Rigby, Idaho, the low bidder, in the amount of \$3,312.00.

ER-4113(67) - The work consists of constructing the roadway, drainage structures, road mix pavement and seal coating on 0.915 mile of Highway US-95, Hat Creek Slide Repair, in Idaho County - Federal Aid Emergency Relief and State financed. The contract will be awarded to S. W. Groesbeck, Eugene, Oregon, the low bidder, in the amount of \$438,314.50.

M-7406(002) - The work contemplated under this contract consists of the work of constructing the roadway, storm sewer, curb and gutter and plant mix pavement on 1.486 miles, 17th St., Church Farm Road - Ammon, in Bonneville County - Federal Aid Urban and State financed. The contract will be awarded to H-K Contractors, Inc., Idaho Falls, Idaho, the low bidder, in the amount of \$808,521.00.

Stockpile No. 6600 - The work consists of furnishing cover coat material, 1/2" aggregate for road mix pavement and anti-skid material in Stockpile at the Irwin Yard adjacent to M.P. 380.6 and US-26, in Bonneville County - State financed. The contract will be awarded to Western Construction Inc., Boise, Idaho, the low bidder, in the amount of \$59,350.00.

RS-2713(1) - The work consists of removing existing bridge structure, construct the roadway, drainage structure, guard rail and roadside seeding, in Twin Falls County - Federal Aid Secondary and County financed. The contract will be awarded to Neilsen & Company, Twin Falls, Idaho, the low bidder, in the amount of \$136,181.00.

ROS-4(1) - The work consists of adjusting guard rail and overhead signing; install guard rail, signing and fence; remove curb and place roadway base and plant mix pavement at various locations on 5.956 miles of US-95, in the vicinity of Lewiston-Spalding Interchange, in Nez Perce County - Federal Aid and State financed. The contract will be awarded to Bill J. Woolery Construction Co., Caldwell, Idaho, the low bidder, in the amount of \$118,045.75.

PMS-L-16(3)D - The work consists of furnishing and applying center-line striping, no passing barrier line striping and painted railroad crossing legends at various locations on local roads, in Bonneville County - Federal Aid and State financed. The contract will be awarded to Parts, Inc., dba Flasher Barricades, Salt Lake City, Utah, the low bidder, in the amount of \$27,352.11.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following projects:

October 17, 1975

HHG594

RS-2713(1), Key No. 172, Cedar Draw Culvert, Twin Falls County - Idaho Power Company and Filer Mutual Telephone Company

M-7406(002), Key No. 1074 (Formerly S-SUG-6709(4)), 17th St., Idaho Falls - Ammon, Bonneville County - Intermountain Gas Company, Mountain Bell, and Utah Power and Light Company

Additional Approach to Housley Property Discussed.

US 191- F-6471(13) Harry D. Housley Parcel 8-1/2
20 Chester - Ashton

J. Brent Smith, Principal R/W Agent, described the process of appraisal, offer and counter offer. Because the additional approach will benefit the State through improved operational safety, the cost of the approach to Mr. Housley will be reduced to \$500.00.

Request by William M. Hogan for Partial Release of Building Setback.

I-90 I-90-1(21)42 William M. Hogan Parcel 33
Shoshone County
Line - Pinehurst

The Board executed a release of the setback as recommended by the Traffic Engineer.

Old Portneuf Checking Station, Bannock County, Discussed. In the July - August meeting of the Board, one of the items that the Board considered was Mr. Roy Thyberg's request to have a parcel of land deeded back to him that was purchased from his father. The Board deferred any action on this request until a legal opinion was obtained as to the legality of returning this property to Thyberg. A legal opinion has been obtained which, in essence, says that the property can only be disposed of in the regular manner, i.e., sale, trade, or transfer by negotiated sale to other tax supported body.

The Board directed the Department to ask the County Commissioners if Bannock County would be willing to buy the property for the original purchase price. (ACTION: RIGHT OF WAY SUPERVISOR)

Demolition of Building and Land Value.

I-90 I-90-1(47)61 Wilma Theatre Parcel 19
E. Wallace to
W. Wallace

The Board directed the State Highway Administrator to advise the Director of its preference to clear the building from the property. If any further discussion is deemed necessary, it can be pursued at the November meeting. (ACTION: STATE HIGHWAY ADMINISTRATOR)

Condemnation Authority.

US 95	FF-RF-4114 (23) Lewiston Hill (Sec. 2) (Truck Escape Ramp)	Helen McIntosh Property	Parcel No. 1-1
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The Board signed the condemnation order subject to the stipulation that it be held by the Division until contacted by the Chairman with instructions for its disposition. Mr. Moore will try to establish communication between Mr. McIntosh and the Right of Way Supervisor.

Snowmobile Area on State Highway 68. Blaine Sessions, Chief of Highway Development, advised the Board that Idaho State Parks would approve the Transportation Department sponsoring a project, transferring available BOR Funds from McCall Rest Area, supplement with necessary BOR Funds and matching with Off-Road Vehicle Funds for design and construction of the snowmobile area. Also State Parks would approve transfer of ownership of the snowmobile area to Elmore County subsequent to completion of construction.

The Elmore County Commissioners at a October 14, 1975, meeting verbally agreed to accept ownership of the property and responsibility for maintenance after construction is completed.

The Division of Highways recommended and the Board concurred that an agreement with Idaho State Parks, Elmore County and the Transportation Department be executed to point out responsibility of each agency concerning financing, design, construction and maintenance of the snowmobile complex. A separate agreement renewable on a yearly basis will be concluded with Elmore County concerning payment for maintenance by State Forces.

FAS Funds Distribution Formula Discussed. N. S. Crossley, Local Roads Supervisor, advised the Board that by letter of October 1, 1975, the Ada County Highway District protested the revision of the FAS distribution formula from the traditional three factor method to a single factor based on total miles of improved roads. Ada County Highway District's reason for protest is that their share of FAS funds will be reduced from \$216,000 to \$126,000 per year. There have been no communications from other jurisdictions.

The two formulas are described as follows:

Traditional Formula

10% equally to each county
45% M.V. Registration
45% Improved Road Mileage

New Formula

100% Improved Road Mileage

October 17, 1975

The Board directed the State Highway Administrator to extend an invitation to ACHD Chairman Fairbanks to appear at the November meeting. The invitation will state that the Board is disposed to stand on its recommendation to distribute the FAS funds on the basis of improved road mileage. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT AND BOARD SECRETARY)

Aeronautics and Revolving Fund. Mr. Rauscher advised the Board that Idaho's smaller municipalities have extreme problems in funding major airport development projects. The primary causes are: (1) constitutional restriction on funding a project over several years and (2) the mill levy limitation established by Code.

A reasonable solution appears to utilize Aeronautics' surplus fund to establish a revolving loan fund whereby a small town could accomplish a sizable airport development project, using loaned funds as matching monies to obtain a 83.64 percent federal grant toward the total project cost. The allowable mill levy would allow for the required payback to the revolving fund.

The Aeronautics and Public Transportation Board recommended and the Board concurred in approving the Aeronautics Revolving Loan Fund, Regulation No. 6. The Board requested a legal opinion on the right of local jurisdictions to take on this kind of debt. (ACTION: LEGAL COUNSEL)

Contract to Accomplish Specific Tasks in the FY 76 Public Transportation Work Program. Mr. Rauscher advised the Board that the Public Transportation Work Program that was developed for FY 76 assumed that a minimum of one-half man year would be available from a shared technician. Since that time the decision has been made to assign the technician full time to the Airport Development Supervisor. There were two basic considerations that went into this decision: (1) airports bureau work load; and (2) the difficulty of finding an individual that could work well in both areas.

At the present time there is a Public Transportation Planner available in the area who has recently been with the Mass Transit Division of the Oregon Department of Transportation. The Planner is familiar with most phases of our work and was successful in applying for grants under the Rural Highway Public Transportation Demonstration Program. Two out of three projects funded in this Region went to Oregon.

The Division has a \$10,200 carry-over from FY 75 that can be used for contract labor.

The Board concurred in the recommendation of the Aeronautics and Public Transportation Advisory Board to authorize the Administrator of Aeronautics and Public Transportation to enter into a short term contract with Kathleen Koss to accomplish specific tasks in the FY 76 Public Transportation Work Program for a period not to exceed nine months.

Supplemental Allocation Request - Nampa Municipal Airport
(ADAP 7-16-0043-02 & SADAP). Mr. Rauscher apprised the Board that the sponsor has requested and received approval of a change order to increase the pavement thickness from 1" to 2". Based on increased project scope, supplemental allocation is necessary to provide sufficient funds to cover 50 percent of the local share:

(1) Allocations to date	(2) Construction cost estimates
\$25,000 3/6/73	ADAP-01 \$ 65,969.97
13,622 3/20/74	ADAP-02 499,000.00
<u>1,378 3/7/75</u>	
\$40,000 Total	<u>\$564,969.97 Total</u>
	State share @ 8.18% \$ 46,214.54

Based on the above, the third supplement to initial allocation of \$6,214.54 would be required.

The Board concurred in the recommendation of the Aeronautics and Public Transportation Advisory Board to approve up to \$7,000 additional funds as the third supplement to the project.

Pocatello Municipal Airport Master Plan. Mr. Rauscher reported to the Board that the Division has received final "Grant Application" from the sponsor. Based on negotiation with FAA and revised scope of work from selected consultant, the project budget data now reflects the following:

<u>Total Funds</u>	<u>Federal Funds</u>	<u>State Funds</u>	<u>Local Funds</u>
\$51,956.72	\$34,637.81	\$8,659.46	\$8,659.45
		Force account labor	<u>2,616.00</u>
			\$6,043.46

To date, the Division has allocated up to \$6,800.00 towards the project. A second supplemental allocation of \$1,859.46 would be required to match the sponsor contribution on a 50-50 basis.

The Board concurred in the recommendation of the Aeronautics and Public Transportation Advisory Board to approve up to \$2,000 additional funds as the second supplement to this project.

Mackay Municipal Airport Site Selection Study. Mr. Rauscher advised the Board that the City of Mackay wishes to consider future needs for development of their airport, including analysis of alternative sites. A site investigation study should provide them with

October 17, 1975

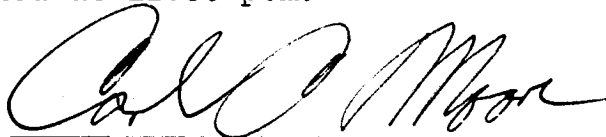
HHG594

sufficient data from which to make the decision of where, how and when future capital investments should be made. A consultant has been selected and proposal made as follows:

<u>Total Funds</u>	<u>State Funds</u>	<u>Local Funds</u>
\$5,000.00	\$2,500.00	\$2,500.00

The Board concurred in the recommendation of the Aeronautics and Public Transportation Board to allocate up to \$2,500.00 for the subject study.

WHEREUPON, the Board adjourned at 12:30 p.m.



CARL C. MOORE, Chairman

Read and Approved
November 12, 1975
Boise, Idaho

SUPPLEMENT TO OCTOBER, 1975, BOARD MEETING MINUTES

November 7, 1975

Supplemental Engineering Agreement, White Bird Bridge, Letter Agreement, Project No. F-4113(58). With telephone concurrence from Board Chairman Moore and Vice Chairman Barron, the State Highway Administrator executed a Supplemental Engineering Agreement, Revision No. 1, dated October 20, 1975, supplementing the Letter Agreement, between the Idaho Transportation Department, Division of Highways, and Howard, Needles, Tammen & Bergendoff, Consultant, which provides for an increase in engineering fees to cover the cost of preparing final plans, specifications and inspection work associated with the modification and stabilization of the north abutment of the above captioned project.

The total amount of this Supplemental Engineering Agreement is \$21,160.00.



CARL C. MOORE, Chairman

Read and Approved
November 12, 1975
Boise, Idaho

November 7, 1975

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 12 & 13, 1975

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Wednesday, November 12, 1975. Present were:

Carl C. Moore, Chairman - Director, District 3
 Lloyd F. Barron, Vice Chairman - Director, District 2
 Roy I. Stroschein, Member - Director, District 1
 Darrell V Manning, Director, Idaho Transportation Department
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 Wayne Mittleider, Special Assistant to the Governor, attended part of the meeting

Minutes. The Board approved the minutes of the October Board Meeting.

December and January Board Meeting Dates Set. The Board reaffirmed its December meeting for December 2 and 3. The January meeting was scheduled for January 8 and 9. Mr. Manning will try to arrange to have the budget review meeting with the joint Finance - Appropriations Committee of the Legislature on one of those days.

Ada County Highway District Meets With Board. The following representatives of the Ada County Highway District met with the Board:

L. C. Bass, Commissioner
 Elmer Soniville, Director
 Herb Mayer, Deputy Director
 Leon Fairbanks, Commissioner

Mr. Fairbanks, on behalf of the Commissioners, protested the Board's adoption of the new, improved road mileage formula for distribution of federal-aid secondary funds.

Mr. Tisdale described the Department's rationale in relating improvement needs to available funds through a population formula for urban areas and through a mileage formula for rural areas.

Mr. Moore stressed the Board's intention in adopting the new formula to distribute funds as equitably as possible. Mr. Fairbanks expressed disappointment at the reduction in FAS money, but said the Commission appreciated the benefits of its working relationship with the Board.

Mr. Soniville emphasized the urgency of the Collister Road - State Street signal project (Urban D) and asked that ACHD be advised

November 12, 1975

HHG594

what its urban fund allocation is. Mr. Tisdale said it was the Department's intention to mail this statement next spring along with the statement of distribution of FAS funds. He will ask that an interim statement be sent to ACHD. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Mr. Mayer expressed concern that local priorities are not being recognized by the Department in setting priorities for urban projects, Mr. Tisdale said he understood that agreement had been obtained from ACHD in prioritizing the Fairview and State Street projects; and that priorities had become more critical now that project proposals exceed available funds.

Claim for Additional Compensation by Stevens, Thompson & Runyan for Engineering Services on Lewisville-Anderson St. Intersection in Idaho Falls on Engineering Agreement E-66, Projects M-7046(001), M-MG-7316(001) & T-4061(1), Key #398. Meeting with the Board were the following representatives of the consulting engineering firm of Stevens, Thompson & Runyan (STR):

Ted Bell, Director--Transportation, Seattle
Richard Day, Vice President, Boise
Gil Walker, Resident Manager, Boise

The Board listened to STR Transportation Director's presentation of the firm's claim for additional compensation for engineering services on the Lewisville-Anderson St. intersection project in Idaho Falls.

There followed a discussion of the claim. Mr. Moore told Mr. Bell the Board would take the claim under advisement.

Subsequently, the Board agreed that unless further information is furnished to indicate otherwise, it would reaffirm the Department's offer of June 9 to pay \$8,203.80 in additional costs, with Idaho Falls paying their proportionate share.

F.Y. 75 ITD Annual Report. A draft of the first consolidated ITD Annual Report was again reviewed by the Board. The Board approved the draft and authorized the Director to approve the final draft before printing.

Estimate for Rehabilitation of Interstate Highway Pavement and Structures Noted. Mr. Tisdale reported on a FHWA telecopy request for an "off-the-cuff" estimate for rehabilitation of Interstate highway pavement and structures to provide 20 year service life. He described the following types of overlay and deck surfacing needed:

- Portland Concrete Pavement
65 miles @ \$48,000/mi. = \$ 3,120,000
- Asphaltic Concrete Pavement
448 miles @ \$221,000/mi. = 99,008,000

- Bridge Decks = \$ 20,000,000
\$ 122,128,000 (or
6+ million/year)

The Board took note of the estimate.

Traffic Safety Closeout (GAO Report). Mr. Tisdale briefed the Board on the General Accounting Office's report on traffic safety closeout. The principal recommendations of the report were:

1. More formalized process for scheduling highway safety improvement projects.

(Priority scheduling now includes input from many diverse units including the Traffic Safety Commission, Traffic Section, Districts and the Project Scheduling Section. Process guidelines will be developed to minimize duplication and program revisions.)

2. Staffing of a full-time traffic engineer to work with local units of government on highway safety projects.

(There is little likelihood that a traffic engineer can be assigned to full-time local liaison work because of budget constraints.)

Ketchum Meeting Report (US 93). It was reported that the Board's position on completing the Hailey - Ketchum Environmental Impact Statement had been explained to local officials. These officials will sound out community opinion and report their position to the Department.

Proposed State Highway System Adjustment (Pocatello). Mr. Tisdale asked Board concurrence to work with the City of Pocatello to relinquish the Main - Arthur couplet, Gould Street, Center Street, and Benton Street from the State Highway System, while retaining Garrett Way on the System. Agreements would be developed in conjunction with the Gould Street project.

Miscellaneous Items. Mr. Tisdale reported that District 1 is developing a median removal project for Federal-aid safety funds in Blackfoot.

He and Mr. Manning discussed attorney Bill Dee's request to appear before the Board to argue for hauling ten-foot-wide hay loads. The Department will endeavor to develop a recommended policy prior to that time. (ACTION: CHIEF OF HIGHWAY OPERATIONS)

Mr. Tisdale distributed copies of the Federal-aid apportionment balance summary.

The Manpower Totals Report was noted by the Board.

November 12, 1975

HHG594

AASHTO Endorsement of Application of User Fees on U.S. Waterways Opposed. The Board expressed its opposition to any effort on the part of AASHTO to endorse the application of user fees on U.S. waterways, and directed that such opposition be communicated to that organization. (ACTION: DIRECTOR AND CHIEF OF PLANNING)

Pocatello Mall Access, Alameda Road and Yellowstone Avenue, Project M-7231(002). The Board action of July 31, 1974, was reviewed with an update of actions taken:

1. The needed rights-of-way adjacent to Yellowstone Avenue have been obtained separately rather than as an access trade off.
2. The Warren Street approach has been appraised at \$4,000 for private commercial access which is acceptable to the Mall Developer.
3. The full intersection and future signalization is not desired by the Developer at this time so is not a matter for negotiation now and will not be included in the roadway project.

Board concurrence in changing Warren Street from a street approach to private commercial approach at the appraised value was requested. They concurred with the understanding that:

1. The necessary access exchange deeds would be provided in December 1975 for their approval.
2. The approach permit would be issued with the stipulation that Alameda Road would be retained and left turns into and out of the approach prohibited.
3. The residential approach immediately east of Warren Street would be closed.
4. Costs associated with possible future street intersection development, such as additional right of way, canal structure extension and others, will be borne by the adjacent property owners.

These actions will permit the District to release a City of Pocatello Building Permit for another restaurant adjacent to Shakeys so that construction can start. The Developer understands that payment of the approach appraisal and formal approval of exchange deeds are necessary before the requested commercial access on Warren Street is formally approved.

Request from Pony Express '76 Recounted. James Pline, Traffic Supervisor, alerted the Board to a forthcoming request from Pony Express '76 to ride a horse relay across Idaho on a trek from Mt. Vernon, Washington to Valley Forge, Pennsylvania. This request will probably be brought to the Board in December.

Access Exchange Deed Approved. The Board approved and signed the following:

Exchange Deed - Messenbrink, Project FH 2-1(1), West of Moyie Springs, US-2, Station 255+00, M.P. 69.20. Relocation of a 20-foot farm and residential approach from Station 255+00 Left, M.P. 69.20, to Station 252+00 Left, M.P. 69.14.

Resolution - Standard Approach Policy West Stanley City Limits, State Highway 21, Approved. The Board Minutes of May 9, 1966, provided the following access control:

F-2292(1)	Stanley Lake Jct. - Stanley West Village Limits	Partial Control Type "A"
F-2292(1)	Stanley West Village Limits - U.S. Highway 93	Standard Approach Policy

The application of partial control of access in urban areas has not been responsive to urban development. Standard Approach Policy application with highway approach limitations and utilization of city street connections or frontage roads can provide the needed controls over highway access and preserve the highway integrity.

The Board approved a resolution to modify the access limitations in West Stanley from Partial Control Type "A" Access to Standard Approach Policy from Sta. 3065+60 to the Junction of U.S. Highway 93.

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
FH-40-1(7)	Wayan, East, Wayan - Freedom Highway SH 34, M.P. 94.17 - 99.17 4.60 Miles (Mileposts relate to the existing alignment)	Standard Approach Policy
FH 18	Elk City Highway SH 14, M.P. 0 - 49.5 49.5 Miles	Standard Approach Policy (The Board rescinded the July 31, 1959, control of access decision on Project FH 18-E3, F-3)

Mr. Moore asked to be advised on how much of SH 14 the 30 miles per hour design speed would apply to. He also inquired about proposed design widths through the 49.5 mile route. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Public Hearings Scheduled. The Board was advised that the following projects are scheduled for public hearing:

1. Projects RF-RFG-6471(76) and RF-6471(36), North of Sugar to Twin Groves on U.S. Highway 191-20 - Design Public Hearing. (Scheduled for December 4, 1975)
2. Project FHP-18, Elk City Highway, State Highway 14 - Location and Design Public Hearing. (Scheduled for December 16, 1975)
3. Project FH 40-1(7), Wayan, East, Wayan - Freedom Highway, State Highway 34 - Design Public Hearing. (Tentatively planned for January 1976)

Location and Design Approval for Project ROS-6(3), Oakland Waste Ditch Bridge West of Idaho Falls on US 20. An opportunity for a location and design public hearing was given. No requests were received, so no hearing was held.

The Board approved the location and design of the project as currently designed.

Bids. The Board acknowledged the action of the State Highway Administrator in accordance with Board Policy B-600 on the following construction bid:

RF-6471(74) - The work consists of drilling, casing, furnishing and installing well screen assembly and develop 8" well at two locations in Rigby, North and South Rigby I.C., in Jefferson County - Federal Aid Primary and State financed. The contract will be awarded to Andrew Well Drilling Contractor, Idaho Falls, Idaho, the low bidder, in the amount of \$17,070.00.

Status of Signs in Setback and Hiatus Period Discussed. The Right of Way Supervisor distributed a list of advertising signs in setback and hiatus periods. Mr. Mittleider, who met with Douglas Snarr this date, said Snarr wants to challenge the laws and regulations that do not permit payment for signs in both categories, and wants the Department to buy some signs to establish test cases for both hiatus and setback categories. The Attorney General has handed down an opinion that a sign company has standing to sue even if the Department does not present a claim to FHWA for compensation for signs purchased.

Mr. Manning said a meeting has been arranged at the AASHTO Conference in St. Louis next week with FHWA to discuss the Washington office's contention that federal reimbursement cannot be made for hiatus signs.

The Department's position is that payment should be made for hiatus signs; but that any attempt to dispute setback authority should be resisted. The Board directed that Snarr's attorney be given a copy of the FHWA position vis-a-vis hiatus signs and told that the Board will not authorize payment for any such signs because of the constraint of State statute. The Board further directed that the attorney be advised that the Department will not purchase any signs in the setback category.

(A status of signs in setback and hiatus period by company is listed on page 96 of this minute book.)

Status of Condemnation Action.

US 95	FF-RF-4114(23) Lewiston Hill (Sec. 2) (Truck Escape Ramp)	Helen McIntosh Property	Parcel No. 1-1
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The Right of Way Supervisor reported on the status of negotiations with Mr. McIntosh for property needed for a truck runoff ramp on Lewiston Hill.

Deeds to John R. LeMoyné Executed, I-80N-3(22)159, Wendell - Jerome and Abandoned Hagerman Maintenance Shed Site. The Highway Division has purchased 15.0 additional acres of land for expansion purposes at the Shoshone District Headquarters site. As payment for this property the State has proposed to trade two surplus tracts of land: one being a depleted borrow source located south and west of Wendell--the other being the abandoned maintenance yard site at Hagerman.

The Board executed a Quitclaim Deed to the LeMoynes for Borrow No. 3 on Project No. I-80N-3(22)159--as well as the old Hagerman Yard No. 2260.

Quitclaim to Upland Industries (Union Pacific Railroad Subsidiary), I-IG-90-1(17)60, Parcel Nos. 1-RR-1.1 and 1.2, Osburn - Wallace. As a condition in the Department conveying a tract of land to Shoshone County (Board approval, May 5, 1975), the County is obligated to convey two separate tracts of land to Upland Industries.

At the time the County was to execute the appropriate instrument, it became apparent that they could not do so directly--the problem being that a county entity cannot deed land directly to other than government agencies.

Trade to Shoshone County, I-90-1(47)61, East to West Wallace City Limits, Parcel No. 26-R, Koontz & Werner (Pacific Hotel) Property. During the negotiations for Parcel No. 25 on the captioned project, the County was desirous of obtaining the portion of Parcel No. 26 lying outside of the right of way limits.

A settlement trading the remaining tract--subject to Board approval--has been reached and reflects a reduction of \$9,575.00, being the "remainder value" of Parcel No. 26-R.

The Board executed a Warranty Deed to Shoshone County.

Settlement in Excess of \$60,000.

SH 69	RS-3790(1)	E. Harlan Joplin	Parcel No. 3
	Boise River Bridge-		
	South of Eagle		

The Board approved a settlement in the amount of \$64,915.00.

Relinquishment of Right of Way on the West Side of State Highway 39 Adjacent to Lyle Taylor's Property, Project SDS-1721(4). During the October Transportation Board Meeting, Mr. Stroschein asked consideration be given to relinquishing a piece of right of way on State Highway 39 between American Falls and Aberdeen. Mr. Lyle Taylor requested the relinquishment as he intends to install a pivotal sprinkler.

Although the road was reconstructed subsequent to 1958 to a 34-foot standard, the District recommends retaining the right of way but allowing Mr. Taylor to use a part of it until the Department has use of it for future construction.

The Board granted Mr. Taylor permission to use the right of way on a permit basis.

Encroachment Permit Application Fees. During the April Board Meeting, encroachment permits and procedures were presented and approved as follows:

1. Revise Administrative Policy A-014 and Board Policy B-014 to reflect the change in the policy.
2. Delegate authority to District Engineers to approve standard approach, utility and satisfactory partial and full control access permits. Controversial permits will be arbitrated by the Board.
3. Charge utility and public agencies \$40.00/permit and standard approach permits \$20.00.
4. Make the fee non-refundable.

Consensus has since been resolved to not charge public agencies due to public relations, difficulty to enforce in small cities, and work load involved in changing the many maintenance agreements now in effect.

The Department recommended and the Board concurred that the minutes should be changed to read as follows: Charge utilities \$40.00/permit and standard approach permits \$20.00.

The Legal Section will advertise an opportunity for a public hearing for adoption of the standard approach policy as revised according to Transportation Board's approval. (ACTION: CHIEF OF PLANNING AND LEGAL COUNSEL)

Size of Well Casings for Wells at Maintenance Sheds - Rest Areas - Interchange Landscaping Discussed. The Chief of Highway Development reported to the Board that in general the Division of Highways specifies 6 inch wells for 15 g.p.m. at maintenance stations, 8 inch wells for rest areas for 30 to 60 g.p.m., and 8 to 10 inch wells for 100 to 150 g.p.m. for landscaped sprinkling system design.

Each well is individually designed and the designs are somewhat conservative to give reasonable assurance of a successful well. Wells are often drilled at marginal sites because of compelling circumstances.

There is a tendency to select 8 inch diameter wells as opposed to 6 inch wells since the 8 inch wells offer many more solutions when problems develop. For example an 8 inch well can be gravel packed and still provide a 6 inch well, an 8 inch cased well can be drilled deeper at a later date with 6 inch drilling, and where only thin aquifers are encountered the large surface area of the 8 inch well are more productive.

Rehabilitation of US-91/SH-34 Intersection, Project No. STS-1491(514). The Chief of Highway Development reported that the District has held two meetings with the Preston City Council presenting layouts of three alternate plans for the rehabilitation of the US-91/SH-34 intersection. The City officials unanimously approved Plan #2 which is estimated to cost \$20,000. A letter signed by Mayor Shipley approved Plan #2 as presented. Plan #2 was shown to the Board for their information.

The Highway Division recommended that this project be constructed by State Forces during FY 1977 and the cost be included in District One's budget. Project STS-1491(514), Key #1040, Page #67, would be removed from the Highway Improvement Program.

The Board concurred in the Division's recommendation contingent upon availability of funds.

Replacement of Clearwater River Bridge in Lewiston Discussed, U.S. 12, Project ST-4114(593). Prior to a meeting with representatives of the U.S. Coast Guard, a list of chronological events regarding the replacement of the Clearwater River Bridge in Lewiston were recounted for the Board.

The following recommendations were suggested to be made to the Coast Guard:

1. Coast Guard fully participate in the 82-foot width structure which represents functional replacement of the existing structure.
2. Navigational span be constructed to 350-foot length with full Coast Guard participation.
3. Coast Guard prepare an Environmental Impact Statement and hold public hearings.

Mr. Tisdale also suggested the possibility of having a consultant design a box-segmented deck support component as an alternate to the Department's in-house girder design. He stated that Colorado apparently has realized significant cost savings when alternate designs have been included in bid proposals.

The Board concurred in the recommendations with the exception that, if the Coast Guard feels a shorter navigation span is adequate, their recommendation on that point will be accepted. (See U.S. Coast Guard delegation report, Thursday, November 13.)

Aberdeen Municipal Airport Lighting Project. The Aeronautics & Public Transportation Administrator advised the Board that the City of Aberdeen has requested assistance from the Division to participate in a low intensity runway lighting system. Based on the estimate prepared by the Division, costs would be:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$6,000	\$3,000	\$3,000

The Board approved up to \$3,000 for the lighting system.

Nampa Municipal Airport Lighting Project. Mr. Rauscher informed the Board that the sponsor has requested assistance from the Division of Aeronautics & Public Transportation to participate in a State supplied airport lighting project. The sponsor expects to install the medium intensity system on the runway with a low intensity system on the taxiway. Using State furnished lights, cable and transformers, the cash requirement is minimized. Project cash could be:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$4,000	\$2,000	\$2,000

The above figures do not reflect donated materials.

The Board approved participation in the Nampa Lighting Project up to \$2,000 in DAPT cash funding.

Friedman Memorial Airport - Hailey, ADAP Project 8-16-0016-01.
Mr. Rauscher reported that the initial "Request for Aid" submitted to FAA reflected limited cash requirement to the sponsor resulting from reimbursement by FAA for land acquired in the past. At that time, the Division of Aeronautics & Public Transportation had an allocation of \$50,000 to sponsor for the air terminal. The subsequent withdrawal of terminal allocation plus delay of reimbursement under the ADAP project due to title actions have put the sponsor in a "cash flow" predicament. The request is now revised to delete land participated in the past by the Division with data as follows:

	<u>Total</u>	<u>FAA</u>	<u>State</u>	<u>Local</u>
ADAP	\$392,232	\$328,063	\$30,645	\$33,525
Testing	2,000	-0-	1,000	1,000

The Board approved up to \$32,000 State funds for this project for the runway and taxiway with the understanding that there would be no State participation in the terminal building construction.

THURSDAY, NOVEMBER 13, 1975

The meeting of the Transportation Board reconvened at 9 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
Lloyd F. Barron, Vice Chairman
Roy I. Stroschein, Member
Darrell V Manning, Director
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary

Meeting with U.S. Coast Guard Representatives Regarding Replacement of the Clearwater Memorial Bridge in Lewiston. The following representatives of the U.S. Coast Guard met with the Board:

B. W. Walker, Chief, Bridge Alteration Branch
R. G. Pierides, Chief, Engineering Section, Bridge Alteration Branch
R. T. Mancill, Chief, Bridge Modification Branch
K. L. Allen, Chief Counsel's Office, General Law Division

Mr. Tisdale asked the Coast Guard to explain their position on "functional replacement" of the structure. That agency reaffirmed its previously expressed position that it would support a high clearance bridge with a 232' clear navigational span and a 62-foot curb-to-curb width.

November 13, 1975

HHG594

The Department's position is that the increased bridge gradient would reduce capacity below that of the existing structure if the same width is retained. The Coast Guard representatives disputed this position, maintaining that this would not, in their interpretation, reduce the traffic flow capacity.

When pressed to explain apparent policy contradictions between U.S. Coast Guard and Federal Highway Administration, both of whom are agencies of the U.S. Department of Transportation, the Coast Guard representatives were forthright in their assertion of independence of operation within the Department.

In view of the federal agency's position, the Board is faced with the decision on the kind of structure that it wants and to so advise the Coast Guard. The Coast Guard will issue a bridge alteration order, whereupon the Department can arrange for the structure design and environmental assessment.

Mr. Moore stated that the Board cannot enter a decision lightly in view of the magnitude of the problem. It may seem prudent to seek relief from the Coast Guard's functional replacement policy derived from the Truman - Hobbs Act. The Coast Guard representatives agreed to explore the traffic capacity analyses at greater length with Department personnel. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Meeting with the Legislative Joint Interim Highway Needs Committee. The following members of the Interim Highway Needs Committee met with the Board:

Senator Reed W. Budge
 Senator W. Dean Abrahams
 Senator James A Yost
 Senator Richard A. Egbert
 Senator E. H. Tacke
 Senator Claud Judd
 Representative John O. Sessions
 Representative Noy E. Bracket
 Representative Dale Branson
 Representative Ernest A. Hale
 Representative Larry Jackson
 Representative Karl D. Koch
 Representative E. V. McHan
 Representative Israel Merrill
 Representative C. Wendell Miller
 Representative Russell A. Westerberg

Following an introduction by Mr. Moore, Mr. Manning presented an overview of the needs and importance of our transportation systems with particular emphasis on the Division of Highways budget and the probable revenue shortfall in FY 1977.

Mr. Day described possible revenue sources that could be used to increase the State Highway Fund.

Mr. Moore and Mr. Manning responded to several questions about the impact of the Hay salary plan and about the possibility of a revenue measure that would provide funds directly to the Highway Division.

There were several questions about the rate of personnel turnover and Department salaries compared to other western states.

WHEREUPON, the Board adjourned at 12 Noon.


CARL C. MOORE, Chairman

Read and Approved
December 2, 1975
Boise, Idaho

MINUTES OF THE REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

December 2 & 3, 1975

The Idaho Transportation Board met in regular session at 9 a.m. in Room 201 of the State Transportation Building, Boise, Idaho, Tuesday, December 2, 1975. Present were:

Lloyd F. Barron, Vice Chairman - Director, District 2
Roy I. Stroschein, Member - Director, District 1
E. D. Tisdale, State Highway Administrator
H. L. Day, Board Secretary
E. M. Wood, Division Administrator, Federal Highway Administration

Carl C. Moore, Chairman - Director, District 3, joined the meeting at 1:30 p.m.

Minutes. The Board approved the minutes of the November Board Meeting with the addition of a status report of signs in setback and hiatus period by company.

December 2, 1975

HHG594

STATUS OF SIGNS IN SETBACK & HIATUS PERIOD BY COMPANY

SETBACK AREA		HIATUS PERIOD							
20' Structure & 100' Sign Setbacks		Oct. 1965 to April 1967							
	<u>No.</u>	<u>Removal Cost</u>	<u>Sign Value</u>	<u>No.</u>	<u>Removal Cost</u>	<u>Sign Value</u>	<u>Total Removal Cost</u>	<u>Total Sign Value</u>	
Cosgriff	11	4,810.00	35,978.72	12	4,604.00	34,319.44	23	9,414.00	70,298.16
Galaxy	14	4,906.00	33,631.05	0	0	0	14	4,906.00	33,631.05
Obie	2	708.00	5,208.96	0	0	0	2	708.00	5,208.96
Rocky Mountain	5	2,080.00	17,072.64	2	800.00	6,566.40	7	2,880.00	23,639.04
Snarr	45	14,127.50	118,651.40	5	985.00	8,957.44	50	15,112.50	127,608.84
TOTALS	77	26,631.50	210,542.77	19	6,389.00	49,843.28	96	33,020.50	260,386.05

January and February Board Meeting Dates Set. The Board reaffirmed its January meeting for January 8 and 9. The February meeting was tentatively scheduled for February 12 and 13.

Status of Livestock Trail Adjacent to U.S. 93 Discussed. Assistant Legal Counsel Hohler briefed the Board on the status of the livestock trail adjacent to U.S. 93 between Hailey and Ketchum in preparation for the meeting with Attorney John Hepworth this afternoon. A telephone check with a stockman in Gooding disclosed that the trail is in regular use.

Court Settlements of Condemnation Actions on Lewiston Hill. Legal Counsel Tway told the Board about two court settlements of condemnation actions on Lewiston Hill that resulted in substantially higher compensation than the appraisals. Because these decisions could adversely affect future right of way negotiations, the Board voted concurrence in Legal Counsel's recommendation to appeal the larger case (Kress) to the State Supreme Court.

Board Policy B-604, Allowable Moving Costs, Rescinded. The Board advised that new Administrative Policy A-18-01 concerning Transfer and Moving Assistance was recently issued to reflect the latest recommendations of the Board of Examiners. Board minute entries from the June 5, 1975, and July 31, 1975, meetings indicate the Board approved the draft subject to review by the Board of Examiners.

Following a briefing from the Chief of Administration on the history and chronology of the policy development, the Board approved rescission of B-604.

Manpower Totals Report. In connection with the Board's review of the manpower totals report, Mr. Wood said his agency will be reviewing adequacy of project staffing by the Highway Division.

State Highway Administrator's Report. In discussing the apportionment balance report, Mr. Tisdale said that, by virtue of other states not being able to obligate all available funds, Idaho realized an additional \$1 million plus which enabled the Division to contract the repairs of the twin bridges on I-80N east of Burley. The Interstate and rural primary balances remaining will be held as a contingency against project overruns.

Mr. Tisdale reported a high level of interest among Idaho communities in the Urban 'D' program; this is in contrast to the national situation which, according to Mr. Wood, is moving slowly.

The level of local interest in the pavement marking program is not commensurate with available funding. Mr. Wood indicated that Federal legislation would be required to enable a transfer of funds to other safety programs. He told the Board that General Accounting Office auditors were complimentary about the Department's administration of the Federal-aid safety programs.

The summary should include Public Lands Funds. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT)

Mr. Tisdale advised the Board that the new allocation of Public Lands Funds was earmarked for the Department's second priority request: U.S. 20-26 from INEL Junction westerly, rather than U.S. 12. The Federal formula weighted improvement continuity heavily. (See minutes of December 3, 1975, for further action concerning this project.)

Review of Board Policy B-519, Right-of-Way Fencing. At Mr. Stroschein's request, the Board reviewed its policy on fencing rights-of-way (B-519). The State Highway Administrator directed the Chief of Highway Development to canvass the Districts to determine the extent of fencing and fence replacement since the date of the policy, and how each District is observing the policy. (ACTION: CHIEF OF HIGHWAY DEVELOPMENT) The Board Secretary will check to see if this policy comes under the purview of that section of the Idaho Code that requires an opportunity for public hearing and filing of such regulations with the State Law Library and in each county courthouse. (ACTION: BOARD SECRETARY)

Relinquishment of Easement for Stock Trail Adjacent to U.S. 93 Discussed. Attorney John Hepworth asked the Board to relinquish its easement for a stock trail west of and adjacent to U.S. 93 between Hailey and Ketchum through the Valley View Subdivision owned by his client Glenn Dale Ranches, Inc. He maintained that this portion of the trail is not being used because stock is being driven over a trail on the east side of the road. If his client cannot acquire the State's right in the easement, they will consider filing with the courts a quiet title action or request for declaratory judgment.

The Board agreed to explore an alternative to the stock drive-way easement, possibly exchanging this for a similar easement for a trail on the east side of U.S. 93 on Glenn Dale Ranches property, which, according to Hepworth, is the trail currently used by stockmen. The attorney said it's likely that the easterly trail crosses some railroad property also. Mr. Barron suggested contacting stockmen who use the trail to find out if they would be interested in restoring the stock bridge across Wood River. (ACTION: DISTRICT TWO ENGINEER)

Ingress Access, Curtis Road Interchange, M & M Development Corporation. The Board was advised that the access into and out of the M & M Development Corporation property in the southeast corner of Curtis Road and Fairview Avenue has been under consideration and discussion with the FHWA for several years. Egress was provided onto Curtis Road on June 19, 1974. The FHWA office concurred with ingress by letter on October 20, 1975. M & M Development has agreed to the following for the right of ingress:

1. Construct deceleration lane and approach.
2. Replace existing sidewalk.
3. Quitclaim title to 0.11 acres along Curtis Road.
4. Control parking area traffic to preclude traffic backup on Curtis Road.
5. It is understood that if a high hazard problem occurs, then the right of access can be voided.

The Board approved the quitclaim deed contingent upon revising the right-of-way contract with M & M Development Corporation to prohibit left turns from their property onto Fairview. (ACTION: TRAFFIC SUPERVISOR)

Exchange Deed - Hanson NW Corp., Mall Centers, Alameda Road, Pocatello. This Exchange Deed was discussed on November 12, 1975, relative to a release of a City of Pocatello Building Permit for construction on the property. An Access Exchange Deed has been prepared to (1) close the 18 foot residential approach at Station 7+87 right on Alameda Road and grant a 39 foot commercial approach at Station 6+59.08 right in lieu of Warren Street, (2) a total of \$4,000.00 has been received for this exchange of access. The stipulation will be included in the Exchange Deed transmittal letters that this granted access retains the median in Alameda Street and that left turns into and out of the approach are prohibited.

The Board approved the Access Exchange Deed.

Removal from the State Highway System (SH 18). The Board approved the removal of 7.515 miles of State Highway No. 18 described as beginning at the Idaho-Oregon State Line west of Roswell and ending at a junction with State Highway No. US 95 in Parma, as shown in official Exhibit B-141, which is made a part hereof with like effect as though included in full herein.

Removal from the State Highway System (US 95). The Board approved the removal of 1.500 miles of State Highway No. US 95 described as beginning at a point 0.550 mile north of Skookumchuck Creek and ending at another point 2.442 miles south of the White Bird Connector, as shown in official Exhibit B-142, which is made a part hereof with like effect as though included in full herein.

No Major Improvement Alternative Chosen for U.S. 93 and S.H. 75 Between the Junction of S.H. 68 and North Fork and Ketchum to Sun Valley, Projects F-2392(10) and S-2820(2). Mr. Tisdale briefed the Board on contacts that had been made with local jurisdictions in Blaine County about possible alternatives to pursue to close out the environmental assessment process. Both Sun Valley and Blaine

County are on record favoring a limited four-lane development south of Ketchum for approximately 2.5 miles with no major improvements on the rest of the road south to the junction with State Highway 68. There has been no response yet from Ketchum officials, but serious controversy has developed within the community regarding any further four-lane development.

In view of these circumstances, the Board opted for the no major improvement alternative. A news release to this effect will be prepared. (ACTION: PUBLIC INFORMATION SUPERVISOR)

Corridor Location Hearing Approved for Project M-7181(001), Gould Street Connection in Pocatello, US 30. The Board was advised that the location study on the above captioned project is nearing completion. Four alternatives were considered with a cost range of \$2.7 to \$4.1 million. Staff review eliminated one alternative because of undesirable environmental and traffic service considerations. The remaining alternatives are:

1. Gould Street - two-way
2. Gould - Conner Couplet
3. Conner Street - two-way

Additional data was provided in presentation by the Environmental and Corridor Planning Supervisor. He said that the Gould Street two-way plan makes maximum use of existing facilities and can be constructed in stages. The couplet plan provides the best long-term service with respect to capacity and safety but is also the most costly.

The Board approved the alternates as basis for a corridor location hearing and authorized the Department to proceed to public hearing as soon as the Draft Environmental Impact Statement can be published.

Elk City Highway, SH 14, Project FHP-18, Discussed. The Board was apprised that a location and design public hearing will be held December 16, 1975, at Grangeville on the above captioned project. The corridor will be reviewed and views obtained from the junction of State Routes 13 and 14 south of Harpster along the existing alignment to Elk City, a distance of 49.5 miles. The highway design will be reviewed and views obtained from the end of the last construction project near Leggett Creek easterly 11.2 miles to the confluence of the Red and American Rivers. The roadway width proposed by FHWA is 28 feet and right-of-way would vary from 140 feet to 250 feet in width.

The Chief of Highway Development informed the Board that FHWA had explored a 24-foot paved section design on a two-foot narrower subgrade for one-half of the 11 mile unimproved section that would result in an approximate \$350,000 saving in a total estimated cost of \$7.2 million. The Board expressed its preference for the 28-foot paved section design on a 40-foot subgrade for safety reasons.

Design Public Hearings Scheduled. The Board was advised that the following projects are scheduled for design public hearing:

1. Projects RF-RFG-6471(76) and RF-6471(36), North of Sugar to Twin Groves on U.S. Highway 191-20.
(Scheduled for December 4, 1975)
2. Project FH 40-1(7), Wayan, East, Wayan - Freedom Highway, SH-34. (Tentatively planned for January 1976)

Access Control was approved by the Board as follows:

<u>Project No.</u>	<u>Location</u>	<u>Type of Control</u>
RF-RFG-6471(76)	North of Sugar to St. Anthony	Partial Control Type "E" Sta. 769+35.04 to Sta. 920+00 and Sta. 978+00 to Sta. 1022+50, 3.69 miles Full Control Sta. 920+00 to Sta. 978+00 and Sta. 1022+50 to Sta. 1054+05.49, 1.70 miles
RF-6471(36)	St. Anthony to Twin Groves	Partial Control Type "E" Sta. 58+00 to Sta. 177+32.54, 2.26 miles Full Control Sta. 32+70.62 to Sta. 58+00, 0.48 mile

As approved, the access control limits reflect Full Control of Access in interchange areas and Partial Control of Access Type "E" for the remainders of the projects.

Utility Facility Relocation Determinations. The Board, after reviewing the project plans, decided in the affirmative as to the necessity of relocation of utility facilities in the following project:

ER-5810(6), Key No. 783, Santa Bridge, Benewah County - Clearwater Power Company and General Telephone Company of the Northwest

December 2, 1975

HHG594

Release of Borrow Source #5, Blain H. Olsen & Mardelle M. Olsen, F-2351(3). The Board was advised that Borrow Source #5 was acquired from Blain H. and Mardelle M. Olsen in May 1964 and recorded. In February 1965 a correction borrow permit was executed and recorded. The termination of both permits was on the completion of the project. The project has been completed and a release is necessary since the permits were recorded.

The Board executed a Quitclaim Deed to remove the cloud from subject property title.

Release of Borrow Permits, Projects I-80N-4(1)220 and I-80N-11(1)222, Cassia County. It was reported to the Board that two borrow permits were acquired from Cline and Anna Preston for the captioned projects in 1959 and 1960, respectively. The termination of the permit was on the completion of the project. The projects have been completed; however, the permits which were recorded have not been released within the records of Cassia County.

The Board executed a Quitclaim Deed which will remove the cloud from the subject title.

Quitclaim to "Entitled Parties," US 30, F-3111(13), Gayway Jct. - Snake River Bridge, Parcel No. 1-E-1. The Board was advised that subsequent to the Department's acquisition of the subject 30-foot easement, the property became involved in transition to subdivision development. An agreement, between the then property owner and the party the access road was being provided for, was reached by the developer providing alternate access. Therefore, the Department was not required to construct the proposed access road. A problem exists presently in that there is a 30-foot easement creating a "cloud" on the title for each of the lots adjacent to our completed project.

The Board executed a Quitclaim Deed releasing the permanent easement restriction imposed by our previous acquisition.

Sterling Road - Springfield, Project RS-1721(15), Parcels 8, 13, 15 and 16 Discussed. The Chief of Highway Development and Right of Way Supervisor reported on the status of right of way negotiations on the Sterling - Springfield project. They were asked to obtain stipulations of possession agreements as soon as possible in potential condemnation cases in an attempt to contract for the canal structures yet this winter.

Portneuf Checking Station Property Discussed. The Right of Way Supervisor told the Board that he had been invited to attend the next meeting of the State Land Board to explain the Transportation Board's decision to sell the Portneuf Checking Station property (Thyberg) to Bannock County. It appears the Land Board anticipates some inquiries about the proposed transaction. The Board expressed no objection to this meeting.

Urban 'D' Fund Status Report. It was reported to the Board that by the Federal-aid Act of 1973, Urban 'D' Programs were extended to all cities over 5,000 population. Idaho's total apportionment of \$11,383,000 for fiscal years 1974, 1975 and 1976 was allocated to each city on the basis of population. To date, \$7,126,000 has been obligated for projects in eight of fourteen urban areas, and \$1,381,000 transferred to Urban Primary. The current unobligated balance is \$2,878,000.

The available Urban 'D' balance is not enough to fund fully the Board's priority projects in Boise and Idaho Falls. The shortfall will affect either the Fairview Avenue or the State Street projects in Boise. The Chief of Highway Development will arrange a meeting with the Ada County Highway District in advance of the Boise Metropolitan Transportation Study Policy Committee meeting to pass on the Transportation Improvement Program so that all the fiscal facts will be available to the local jurisdiction in reaching a priority decision.

Rockford Airport Runway Reconstruction Project. The Aeronautics & Public Transportation Administrator advised the Board that the Sponsor has submitted a summary of force account project costs. The initial contract for bid was above the sponsor's ability to pay. The Sponsor elected to use county forces assuming the State would cover 50 percent of the costs. The project costs are as follows:

<u>Total</u>	<u>State</u>	<u>Local</u>
\$29,443.64	\$14,721.82	\$14,721.82

The Division of Aeronautics & Public Transportation has current authority for \$5,000.00. The additional requirement would be \$9,721.82.

The Board voted to stand with the original commitment of \$5,000.00.

WEDNESDAY, DECEMBER 3, 1975

The meeting of the Transportation Board reconvened at 9:30 a.m. in Room 201 of the State Transportation Building, Boise, with the following persons present and participating:

Carl C. Moore, Chairman
 Lloyd F. Barron, Vice Chairman
 Roy I. Stroschein, Member
 E. D. Tisdale, State Highway Administrator
 H. L. Day, Board Secretary
 E. M. Wood, Division Administrator, Federal Highway
 Administration

December 3, 1975

HHG594

Status of Litigation Over Use of Gravel Bars in Clearwater River Along U.S. 12. Legal Counsel Tway reported on the status of litigation over the use of gravel bars in the Clearwater River along U.S. 12. The Board's first priority for the use of Public Lands Funds is a resurfacing project, the aggregate for which would be obtained from the river sources. Legal Counsel recommended applying for use permits from the Corps of Engineers and the Idaho Water Resource Department under the assumption that the Department will be able to use the sources. (ACTION: DISTRICT FOUR ENGINEER)

The Board discussed the possibility of asking FHWA for a change in priority assignment of Public Lands Funds from U.S. 20-26 to U.S. 12. Both projects will be developed, but a decision about priority will be deferred pending disposition of litigation over the Clearwater River gravel bars.

Delegation Meets With Board Regarding Federal Compensation for Signs Located on Setback Easements. The following delegation appeared before the Board:

Douglas T. Snarr, Snarr Advertising, Inc., Idaho Falls
 Terry L. Crapo, Attorney, Idaho Falls, representing
 the Outdoor Advertising Association
 Don R. Bybee, Boise, an interested citizen

To settle the issue of Federal compensation for signs located on setback easements, Mr. Crapo suggested that the Department acquire four signs in this category and apply to FHWA for reimbursement. He stated this would pave the way for administrative or legal action should the request be denied. He ventured the opinion that the sign companies would not have standing to sue unless the State took this action.

Legal Counsel Tway stated that, as third party beneficiaries, sign companies can institute legal action under the terms of their agreements with the Department. He questioned whether or not the sign company would agree to reimburse the State should there be no Federal-aid forthcoming following the State's payment for the trial signs.

The Board took the position that it must be informed of its legal posture, vis-a-vis liability, by the Attorney General; and it must assess the effect of the sign companies' recommended action on the enforcement of existing and future setback easements as it would apply to buildings and other structures before the Board reaches a decision.

Mr. Snarr and Mr. Crapo suggested another meeting with the Board in January to discuss both setback and hiatus signs. (ACTION: BOARD SECRETARY)